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Hongkong Daily Press.

ESTABLISHED 1857.

CHUNG KUOK PAN PO (Chinese Daily Press). PUBLISHED DAILY. Is the oldest and still immeasurably the best medium for Advertising among the Native Community. Established for nearly FORTY YEARS, circulates largely throughout Southern China, Indo-China, etc. Terms for Advertising (Translations free) can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents. Documents translated from or into Classical or Mandarin Chinese.

No. 12,590. 第一萬二千五百九十號 光緒十一年四月廿五日 HONGKONG, MONDAY, JULY 4TH, 1898. 一八九八年七月四日 PRICE $2½ PER MONTH

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

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Telegraphic Address, PRESS. A.B.C. Code. P.O. Box 20. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

MONDAY, July 4th, being the 123rd Anniversary of the Independence of the United States of America, Mr. ROUNSEVELLE WILDMAN, U.S. Consul-General, will be "At Home" on the Afternoon of that day.

Hongkong, 4th July, 1898. [1418

NOTICE.

BRANCH POST OFFICES will be OPENED TO-MORROW (TUESDAY), the 5th instant, at KOWLOON (in the Wharf and Godown Company's premises), and at No. 111, PRAYA WEST.

These Offices will be open to the public from 7.30 A.M. to 4.30 P.M. on ordinary days and from 8 to 9 A.M. on Sundays and holidays. Only ordinary letters, papers, &c., will be accepted at these offices for the present.

A. M. THOMSON, Postmaster General.

General Post Office, Hongkong, 1st July, 1898. [1419

FOR SHANGHAI, YOKOHAMA, AND KOBE.

THE Steamship "LIV," Captain Hansen, will be despatched for the above ports TO-DAY, the 4th inst., at 5 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 2nd July, 1898. [1415

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship "THALES," Captain Bathurst, will be despatched for the above ports, TO-MORROW, the 5th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 2nd July, 1898. [1416

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, MASSANA, SUEZ, PORT SAID, FIUME, AND TRIESTE.

(Taking Cargo at through rates to South Africa, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

THE Company's Steamship "VINDOBONA," Captain C. Ballen, will be despatched as above on SATURDAY, the 9th inst., P.M.

Silk and Valuables will be transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 4th July, 1898. [5

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR SINGAPORE, PENANG, AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA, and MALAGA.

THE Steamship "BORMIDA," Captain Barabino, will be despatched as above on THURSDAY, the 14th inst., at NOON.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 4th July, 1898. [7

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "NESTOR" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Goods undelivered after the 11th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd July, 1898. [1414

DEWARE OF IMITATION.

THE HOLLAND GIN sold under TRADE MARK AVH is not the genuine well-known brand AVH with a point on the first letter.

Therefore mind the point, and do not be fooled.

HOTZ, s'JACOB & CO., Sole Agents for AVH Gin.

Hongkong, 4th July, 1898. [1408

GOLD LEAF.

CHEONG HING, 65, BONHAM STRAND, Hongkong, has for Sale Gold Leaf guaranteed 100 touch. Lowest Rate.

Hongkong, 1st March, 1898. [565

NOTICE.

THE undermentioned Firms give notice that since the 17th November, 1897, they have formed themselves into an Association called "THE ASSOCIATION OF CHINA CASSIA EXPORTERS," with the object of improving the quality of Cassia Lignea and Broken Cassia exported from Canton and Hongkong, and that they have adopted certain labels bearing the title of the Association which will be used by the members of the Association for distinguishing their shipments of Cassia Lignea or Broken Cassia.

ARNHOLD, KARBERG & Co.
HERBERT DENT & Co.
HARLING, BUSCHMANN & MENZELL.
MELCHERS & Co.
REUTER, BROECKELMANN & Co.
ROWE & Co.
SIEMSSEN & Co.
F. A. WENDT.

Canton, 28th June, 1898. [1380

INTIMATIONS

HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the NINTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 27, QUEEN'S ROAD, TO-MORROW (TUESDAY), 5th July, at NOON, for the purpose of presenting the Report of the Directors together, with a Statement of Accounts, to 30th April, 1898, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st inst to 5th proximo, both days inclusive.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th June, 1898. [1308

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of Four per cent. (One Dollar and Fifty cents per Share) for the Six months ending 30th June, 1898, will be PAID, on application, to the registered Shareholders in the above COMPANY, on SATURDAY, the 9th JULY, 1898.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 9th July, both days inclusive.

MEYER & CO., General Managers.

Hongkong, 29th June, 1898. [1377

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 14, PRAYA CENTRAL, Victoria, in the Colony of Hongkong, on the 11th day of JULY, 1898, at 3 o'clock in the AFTERNOON, when the subjoined resolution will be proposed. Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a Second Extraordinary Meeting which will be subsequently convened.

RESOLUTION.

"That the regulations contained in the "printed document submitted to the meeting and for the purpose of identification "subscribed by the Chairman thereof be "and the same are hereby approved, and "that such regulations be and they are "hereby adopted as the regulations of the "Company to the exclusion of all the existing regulations thereof."

A printed copy of the proposed new Regulations can be seen at any time during Office hours at the Office of the Company.

Dated the 27th June, 1898.

By Order of the Board.
THOS. I. ROSE, Secretary.

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OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a CALL of $1.00 per Share has been made in respect of the "B" Shares in the above-named Company, and that such CALL is PAYABLE to the General Managers on the 15th day of August next, at the Offices of the COMPANY, Nos. 38 and 40, QUEEN'S ROAD CENTRAL.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 14th June, 1898. [1028

THE PUNJOM MINING COMPANY, LIMITED.

THE ORDINARY SHARE CERTIFICATES Nos. 812 and 813 for 100 (One hundred) Ordinary Shares numbered 31,894/31,943 and 31,944/31,993, standing in the Register of this Company, in the name of EDWARD FINLAYSON, having been LOST, notice is hereby given that duplicate certificates for the said 100 Ordinary Shares will be issued at the expiration of one month from the date hereof, and that the original certificates, unless produced within that period at the COMPANY'S OFFICE, No. 9, PRAYA CENTRAL, Victoria, Hongkong, will be thereafter held by the Company as null and void.

JAMES B. DUNCAN, Secretary.

Hongkong, 22nd June, 1898. [1344

THE VOICE.

MR. T. V. TWINNING having decided to remain in Hongkong until the end of July, will be glad to receive a few ladies and gentlemen as PUPILS for SINGING and VOICE PRODUCTION.

For terms, etc., address—
T. V. TWINNING, Care of Messrs. ROBINSON & Co.

Hongkong, 20th June, 1898. [1144

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER, No. 37, ELGIN STREET, HONGKONG, Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED, 15 to 25 % Discount Allowed. [1204

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

Hints on the Legal Duties of Shipmasters, by Ginsberg ... $ 2.75
A Manual on Laying off Iron, Steel and Composite Vessels ... 9.00
Year Book of Photography ... 0.70
Tropical Diseases, by Manson ... 6.50
Vol. 7, Windsor Magazine ... 3.50
Falstaff edition Shakespeare ... 2.50
Steam Boilers, Construction, by Hutton 10.50
Spectre Gold, by Headon Hill.
Kiondstadt, by Max. Pemberton.
Life and Adventures of George Augustus Sala.
The Wanderers, by Pickering.
Corleone, by Marion Crawford.
Philippi the Guardsman, by Threlfall.
The Standard Bearer, by Crockett.
Mrs. Henry Wood's Novels.
The Japs at Home, by Sladen.

QUEEN'S ROAD, Under HONGKONG HOTEL. [26

INTIMATIONS

ART PHOTOS.—LARGEST COLLECTION IN THE WORLD. Studies, Models, Nudities, Stereoscopics, &c. Finest Poses from Life, the most Artistic Series existing for Painters, Sculptors, Photo Dealers, &c. Price List, with 100 Miniature and one Cabinet Size Photos, 3s., post-free. Stamps: S. RECHNAGEL NACHF., Munich 1, Briellach, GERMANY. [1328

COAL MERCHANTS — WATER BOATS

C. BRUHN (KOBE.) BUTCHER, COMPRADORE, AND SHIPCHANDLER. NATIVE BUND, No. 97. [1337

FOR SALE.

THE FINE SCREW STEEL STEAMER "SULTAN,"

2,135 tons gross, 1,350.32 tons Register (builders' measurement); built in 1883 by Messrs. WOOD, SKINNER & Co., Newcastle, England. The steel used in construction was tested by Lloyds, and all requirements of that institution at the date of launching were complied with.

The Engines were built by THE NORTH EASTERN MARINE ENGINEERING CO. (LTD.), Wallsend, and are triple expansion. Diameter of cylinders 20½", 34" and 56", the length of stroke 39". The Nominal Horse Power 200. There are two steel boilers carrying 160 lbs. pressure, each boiler having 4 furnaces.

The vessel has a cellular double bottom for water ballast, all fore-and-aft, and is equipped with all the most modern improvements, including combined steam and hand steering apparatus amidships, and screw gear aft, direct steam windlass, &c.

The principal dimensions of the vessel are as follows:—

Length 275 ft., beam 37 ft. 6 in., depth (moulded) 20 ft. 8 in. The cubic capacity of hold is 149,250 ft., equivalent to 3,553 tons at 42 cubic feet to the ton. The vessel's consumption of coal is 18 tons per 24 hours, with a speed of 10 knots. Her bunker capacity is 325 tons and water ballast 480 tons.

Her draught, light, is 7 ft. 10 in., and loaded 21 ft., with 3,300 tons on board.

The vessel has been put in a complete state of repair under the superintendence of the Bureau Veritas representative, who has recommended the vessel for a class in the First Division 3/3 LIT.

For further Particulars, apply to—
W. H. FORBES, Secretary,
TAKU TUG AND LIGHTER CO., LTD.

Telegraphic Address: "Calendar, Tientsin." [1364

NOTICE TO AMERICAN CITIZENS.

AMERICAN CITIZENS residing in the CONSULAR DISTRICT of CANTON, which includes SANSHUI, WUCHOW, MACAO, SWATOW, HOIHOW and PAKHOI, are REQUESTED to REGISTER at this Consulate either personally or by certificate setting forth the date and place of birth and last residence in the United States.

The advantages of registration are obvious and may prove of value in time of need.

EDWARD HEDLOE, U.S. CONSUL.

United States Consulate, CANTON, China, 1st February, 1898. [1386

NOTICE.

DR. J. SANGER, Dental Surgeon, late of Shanghai and Manila, begs to inform the public that he will commence practice in Hongkong early next month.

Address advertised later.

Hongkong, 23rd June, 1898. [a1349

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:—

	Loaded with Powder only.	With Powder and 1 oz. of Shot.
Primrose Cases	$5.65	$7.40
Pegamoid Cases	6.25	8.00
Ejector Brass Cases	6.90	8.65

5% discount on orders of 1,000 and over.

Apply to WM. SCHMIDT & Co., Gunmakers, Hongkong.

Hongkong, 27th July, 1897. [1421

生怡

YEE SANG & CO., COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address:—Care of Messrs. KWONG SANG & Co No. 58, PRAYA. [758

AMERICAN SYSTEM OF DENTISTRY AT No. 39, QUEEN'S ROAD CENTRAL. CHADWICK KEW (LATE OF PEARS & NOBLE).

Hongkong, 13th July, 1897. [1294

MRS. STOCKHAUSEN DRAPER, MILLINER, DRESS AND MANTLE MAKER, 28, QUEEN'S ROAD CENTRAL. LATEST NOVELTIES FOR SPRING AND SUMMER.

Hongkong, 6th April, 1898. [1413

COTTAM & CO.

Ex S.S. "SHANGHAI." STRAW HATS, LINEN COLLARS, SUMMER GOLF HOSE. [a31

JUST RECEIVED Ex "OCEANIEN" FRESH CONSIGNMENT OF

BEST SALAD OIL.

BESSEDE OLIVE OIL, Extra Superfine Virgin Clarified. Per doz. $10.00, per bottle $0.85.

PURE LUCCA OIL, Extra Superfine, 24 oz. Per doz. $10.25, per bottle $0.90.

G. GIRAULT, 6, QUEEN'S ROAD CENTRAL.

a41]

FLETCHER & CO.

THE PHARMACY, 22, QUEEN'S ROAD. (OPPOSITE THE HONGKONG HOTEL.)

FLETCHER'S COMPOUND COUGH BALSAM.

This well-known preparation is specially recommended for its demulcent and expectorant qualities.

SOLE AGENTS FOR TANSAN WATER. [a33

BOMBARDMENT AT MANILA!

HUGE BOMB PITCHED INTO DEWEY'S FLEET!

Messrs. WATKINS & Co., Agents for

SCHLITZ BEER

Have forwarded to Manila to the Boys of Uncle Sam's Navy

3,600 BOTTLES SCHLITZ BEER.

30 CASKS! 30 CASKS! 30 CASKS!

Free of all charges whatsoever.

That's the way to Bombard Dewey's Fleet!
Every Shot reaches its Mark.
Gets right aboard the Yankee Fighting Machines and goes all through them.

JUST LANDED.

CLARETS.

ESTD. 1864.

CHATEAU LAFITE—JULES SABOURIN & CIE.
CHATEAU MOUTON d'ARMAILHACQ.
CHATEAU LATOUR.
CHATEAU PICHON LONGUEVILLE, 1898.
CHATEAU MOUTON ROTHSCHILD.
CHATEAU CANTENAC BROWN.
RIOJA CLARET (Spanish).

Telephone No. 75.

CALDBECK, MACGREGOR & CO., WINE & SPIRIT MERCHANTS.

15, Queen's Road. [a29

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC, Distinguished by 4 STARS on the label. Price $22.50 per 1 dozen bottles.

VERY GOOD COGNAC, Somewhat younger than the above. Distinguished by 2 STARS on the label. Price $16.75 per 1 dozen bottles.

"PALL MALL" WHISKY, Eleven years old, very fine quality. Each bottle bears an analyst's certificate. The quality is guaranteed. Price $20.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY, in Patented Bottles. Price $10.75 per 1 dozen bottles.

CHAMPAGNE BRUT. A Natural, i.e., a Brut, Sparkling Wine, of the Vintage 1889; particularly suitable to the Debilitated. The price is but $28.50 per one doz. quart bottles.

INVALIDS' PORT. This Wine is old, soft, and delicate. We strongly recommend it. Analysed and Certificated by Professor Cassall. Price $20.00 per 1 dozen bottles.

DOURO PORT. This is a fine quality Wine of exceptionally good value.

SHERRIES. AMOROSO, The Earl Miss's shipping. Price $20.00 per 1 dozen bottles.

LA TORRE. Price $16.75 per 1 dozen bottles. Pure and natural Wine; a tonic.

CLARETS in Quarts and Pints.

LIQUEUR. BENEDICTINE, D.O.M. Price $39.75 per 1 dozen bottles.

Agents—SIEMSSEN & Co., HONGKONG. [6

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER, SODA WATER, LEMONADE, GINGER ALE, SARSAPARILLA, RASPBERRYADE, LITHIA WATER, LEMON SQUASH, &c.

OUR WATERS are made under the constant supervision of a duly-qualified English Chemist, and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES, and other Large Consumers.

Any complaints should be addressed to the Manager. [a28

Bottled Ales, Beers and Stouts.

	4 doz. Bots.	8 doz. ½ Bots.	1 doz. Bots.	1 doz. ½ Bots.
IND COOPE & Co., Romford	$14.00	$15.00	$3.50	$2.00
BASS & Co., LIGHT GRAVITY ALE	15.00	17.00	3.75	2.25
Do. (HALL'S BOAR'S HEAD)	18.00	22.00	4.50	2.75
		6 doz. ½ Bots.		
JUBILEE, Hock bottles German	13.00	13.00	3.50	2.25
A. D. C. do.		13.50		2.25
Bottled Stouts.		8 doz. ½ Bots.		
IND COOPE & Co.'s, Romford	14.00	16.00	3.50	2.10
Guinness's (HALL'S BOAR'S HEAD)	18.00	22.00	4.50	2.75

Draught Ale and Stout.

Sole Agents for the Shanghai Brewery.

KILDERKINS = 18 Gals ... $19.00
FIRKINS = 9 Gals ... 11.00

$3.00 allowed for cask when returned.

H. PRICE & CO., WINE AND SPIRIT MERCHANTS, 12, QUEEN'S ROAD.

a32]

LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SAILMAKERS.

HUBBUCKS PAINTS, OILS & TURPENTINE.
HOLZAPFEL'S SOAPSTONE PAINTS, for Ships Holds, Topsides, and Iron Structures.
SIR CHAS. PRICE'S COMPOUND ENGINE OIL.
CRANES CYLINDER OIL, ENGELBERT'S CYLINDER OIL.
"ZYNKARA" BOILER FLUID.
"GLENFIELD" BOILER FLUID.

BAXTER'S ALL LONG FLAX CANVAS.
GOUROCK ALL LONG FLAX CANVAS.
BIRKMYRE'S Specially prepared TARPAULIN (no Tar and oil required).
Estimates for AWNINGS, SAILS and TARPAULINS on application.

HOLZAPFEL'S INTERNATIONAL COMPOSITION for Ships bottoms. [a27

HOTELS.

HONGKONG HOTEL.

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

PEAK HOTEL

1,350 feet above sea level.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus.

FINE HEALTHY LOCATION, commanding magnificent View of the City and Harbour, the mainland of China, and Islands.

COOL SOUTHERLY BREEZES in summer.

Well appointed rooms, attentive service, and excellent Cuisine.

CRAIGIEBURN is now open. Apply for Rooms to Manager, Peak Hotel.

GEO. J. CASANOVA, Manager.

J. MARCESSE, Chef de Cuisine.

City Office, No. 7, Duddell Street. [a40

KOWLOON HOTEL.

THE above HOTEL is now OPEN with the best accommodation for Visitors. Spirits and Wines of the Choicest qualities. First Class Billiard Tables and Bowling Alleys.

J. WM. OSBORNE, Proprietor.

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HING KEE HOTEL (ESTABLISHED 1873) MACAO.

A NEW large 3-storey building has been specially built in place of the old well-famed establishment. It is pleasantly situated in the centre of PRAYA GRANDE, facing south, commanding a charming view of the sea on the front.

All Bedrooms well furnished and comfortable. Terms Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HING KEE." [1420

"BOA VISTA" HOTEL MACAO.

THE only FIRST CLASS HOTEL in the Colony. Very moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong and the journey is made each day (SUNDAYS excepted) by the Magnificent Saloon Steamer "HEUNGSHAN," at 3 hours, leaving Hongkong at 2 P.M. and Macao at 2.30 A.M.

Connection made by Company's Steamer to and from Canton.

Tourists should not miss the chance of visiting this famous old City.

For Terms, apply MANAGER.

Telegraphic Address, "Boavista." [144

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 10.30 a.m. ... Every quarter of an hour
11.30 a.m. to 12.30 p.m. ... Every half hour.
12.30 p.m. to 2.30 p.m. ... Every quarter of an hour
3.30 p.m. to 8.00 p.m. ... Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.45 a.m. to 10.15 a.m. Every half hour.
10.30 a.m. and 10.40 a.m.
Noon to 2 p.m. ... Every quarter of an hour
3 p.m. to 8 p.m. ... Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1898. [796

CUTLER, PALMER & CO.'S

PRICE $10.75 PER DOZEN NET

"SPECIAL BLEND" WHISKY.

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSSEN & Co., Hongkong. [37

CUTLER, PALMER & Co. WINE SHIPPERS SINCE 1815, Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

36]

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY.

The sale of this good Scotch increases month by month. It is of Superb Quality and at CUTLER, PALMER & Co.'s SELECTION.

Sole Agents for 36— LANE, CRAWFORD & Co., Hongkong.

36]

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned Fine Old Highland Whisky is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central.

Hongkong, 26th July, 1897. [a28

SHIPPING.

ARRIVALS.

July 1, NESTOR, British steamer, 2,417, W. Asquith, Liverpool 20th May, General.—BUTTERFIELD & SWIRE.

July 2, GLENFALLOCH, British str., 1,130, Peters, Singapore 25th June, General.—CHINESE.

July 2, DEUCALION, British str., 1,375, E. Branch, Sandakan 26th June, Timber.—BUTTERFIELD & SWIRE.

July 2, RIO, German str., 1,103, C. Christensen, Saigon 27th June, Rice.—ORDER.

July 2, LIV, Norwegian str., 1,979, Th. Hansen, Singapore 23rd June, General.—SHEWAN, TOMES & Co.

July 2, TAKU TG, British steamer, 777, Kent, Sorsogon 28th June, Hemp.—JARDINE, MATHESON & Co.

July 2, CHINKIANG, British str., 1,459, Vaughan, Cardiff 14th June, Coal.—BUTTERFIELD & SWIRE.

July 2, LOONGMOON, German str., 1,215, F. Schulz, Shanghai 29th June, General.—SIEMSSEN & Co.

July 2, OSLO, Norwegian str., 778, Pedersen, Bangkok 15th June, Rice.—SANDER, WIELER & Co.

July 2, SULTAN VAN LANGKAT, Dutch str., 1,456, Polt, Pulo Sembilan 21st June, and Singapore 25th June, Petroleum.—MEYER & Co.

July 3, BENVENUE, British str., 1,438, James Potter, Kobe-shang 25th June, Rice.—GIBB, LIVINGSTON & Co.

July 3, ESMERALDA, British str., 961, G. A. Tayler, Manila 28th June, and Amoy 2nd July, Ballast.—SHEWAN, TOMES & Co.

July 3, GUTHRIE, British str., 1,498, H. Craig, Sydney 8th June, Brisbane 10th, Townsville and Cairns 14th, Thursday Island 17th, Port Darwin 21st, and Timor 24th, Manila and General.—GIBB, LIVINGSTON & Co.

July 3, KWANON MARU, Japanese str., 1,313, Y. Waso, Japan 27th June, Coal.—JAPANESE.

July 3, PHŒNIX, Norw. str., 1,364, M. Larsen, Port Wallut 30th June, Coal.—SHEWAN, TOMES & Co.

July 3, SAGAMI MARU, Japanese str., 1,163, Tokio, Poochow 30th June, and Amoy 1st July, General.—NIPPON YUSEN KAISHA.

July 3, PRINCE ARTHUR, Norw. bark, 599, O. Olsen, Cardiff 3rd March, Coals.—ORDER.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

2ND JULY.

Atlantic, German bark, for Rajang.
Mathilde, German str., for Haiphong.
China, German str., for Saigon.
Glenfalloch, British str., for Amoy.
Anping, Chinese str., for Shanghai.
Hennan, German str., for Chefoo.
Elphinstone, British str., for Rangoon.
Ask, Danish str., for Haiphong.
Nangang, German str., for Swatow.
Chinkiang, British str., for Nagasaki.
Kanau, British str., for Yokohama.
Nestor, British str., for Shanghai.
Cheungchow, British str., for Amoy.
Hoihow, British str., for Chefoo.
Tacoma, British str., for Moji.
Haiton, French str., for Hoihow.
Haiman, British str., for Amoy.
Sangkiang, British str., for Cebu.

DEPARTURES.

July 2, YUNSANG, British str., for Cebu.
July 2, HSIN CHI, Chinese str., for Ningpo.
July 2, TOKIO MARU, Japanese steamer, for Thursday Island.
July 2, SYDNEY, French str., for Formosa.
July 2, CHINGWO, Chinese str., for Swatow.
July 2, ELPHINSTONE, Brit. str., for Rangoon.
July 2, HAICUN, British str., for Amoy.
July 2, HAINAN, German str., for Chefoo.
July 2, INDEPENDENCIA, British str., for Shanghai.
July 2, MATHILDE, German str., for Haiphong.
July 2, PETRARCH, German str., for Manila.
July 3, ANPING, Chinese str., for Shanghai.
July 3, CHEANGCHEW, British str., for Amoy.
July 3, CHINSIANG, British str., for Nagasaki.
July 3, HAIFAN, French str., for Hoihow.
July 3, HOIHOW, British str., for Chefoo.
July 3, NANYANG, German str., for Swatow.
July 3, NESTOR, British str., for Shanghai.
July 3, SUNGKIANG, British str., for Cebu.
July 3, TACOMA, British str., for Tacoma.
July 3, LOONGMOON, German str., for Canton.
July 3, YOLA, British ship, for Portland (Or.)
July 3, E. C. MOWATT, Am. bark, for Mantzag.

PASSENGERS.

ARRIVED.

Per *Nestor*, from Liverpool, 110 Chinese.
Per *Glenfalloch*, from Singapore, 850 Chinese.
Per *Tokuang*, from Sorsogon, Messrs. McLeod and Richards.
Per *Loongmoon*, from Shanghai, Capt. Wittmus, Messrs. C. Roth, H. Bartsch, and C. McIntosh.
Per *Gutlaric*, from Sydney, &c., Mr., Mrs. and Miss Burns, Mrs. Gray, Messrs. H. G. Barclay and A. H. Salmon, Mr. and Mrs. Carlos d'Oliveria, Dr. Crowley, Mr. and Mrs. and 2 Miss Lemm, Mrs. and Miss Mitchell, Mr. and Mrs. Mathias Dias, Messrs. Manuel Simao, Jose Marie, Francisco d'Costa, Sella, Jose Soares, Thomas Soares, Mandava, C. E. Neilson, Mrs. Tapell, Messrs. Dackilm and Markinp.
Per *Esmeralda*, from Manila, &c., Rev. P. Santo Paredes, Rev. P. Bunte Gabasa, Mrs. Alex. Techner, Mrs. Elvira Garcia del Rey, Mrs. Alavarria, Miss Paz de Frisite, Mrs. Lubina Frisite de Perez Munoz, Mrs. Ramona de Farlo and 7 children, Sra. Dona Dolores Baretto and 5 children, Mrs. Carmen Malagar de Ochoa and 4 children, Messrs. Wm. Ross and H. Hurrigan.

DEPARTED.

Per *Sydney*, from Hongkong for Singapore, Mr. and Mrs. J. H. Fertig and child, Messrs. J. Sutcliffe and H. Seymour; for Port Said, Messrs. S. Berada and S. Jammert; for Marseilles, Sisters F. Jouedan, R. Bejaut's, and Sta. Nieves Martinez, Rev. Beliores, Mrs. L. de Catellana and daughter, Mrs. G. B. Gutierrez and three children, Messrs. V. Gonsales and R. Angulo.
Per *Tokio Maru*, for Thursday Island, Mr. Messrs. A. J. de Souza, H. Mols, Waterfield, J. James, C. Hiros, M. Baker, Watanabe, W. H. Hankey, and H. T. Larkin.

VESSELS IN DOCK.

KOWLOON DOCKS.—Isidoro Pels, Fribac, Ningchow, Germania, Glenearn.
COSMOPOLITAN DOCK.—

TO-MORROW.

Meeting Hongkong Electric Co., Limited, at noon.

PORTLAND CEMENT. J. B. WHITE & BROS. SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO.

Hongkong, 11th April, 1883 [3.01

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Tokyo Cotton Spinning Mill, Japan.
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Hongkong 4th August, 1897. [20

INTIMATIONS

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A—THORNE'S BLEND, White Capsule	$10.80
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
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D—WATSON'S H.K.D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
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THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

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A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

Established 1841.

Hongkong, 14th June, 1898. [24

NOTICE TO CORRESPONDENTS

ONLY *communications relating to the news columns should be addressed to* THE EDITOR.

Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have been addressed to the other members of the staff will be accepted.

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P.O. Box. 20 *Telephone No. 12.*

DEATH.

At "The Falls," the Peak, on Saturday morning, 2nd July, at 10 a.m., EMMA SCHRÖTER, beloved wife of I. G. SCHRÖTER, in her 27th year. [1417

The Daily Press.

HONGKONG, JULY 4th, 1898.

UPON receipt of Mr. DANBY's letter, published in another column, a member of our staff visited the property in question, and subsequently Mr. DANBY favoured us with an inspection of the plans and explained them in detail. It would appear that Mr. MAY's strictures and our own—made chiefly on the authority of Mr. MAY's statements—were entirely undeserved, since the houses in the matter of light and open areas exceed even the recommendations of the Sanitary Board. An inspection of the houses, with the knowledge that they are in excess of the standard that the Board suggests should be made legally compulsory, will, however, satisfy anyone as to the very moderate nature of that standard and the unreasonableness of any opposition thereto. In fact the Board might with advantage have gone a good deal further in its recommendations than it has, for the houses now being erected on the site of the old Victoria Hotel, although in excess of legal requirements, are not as perfect from a sanitary point of view as they might be. Some difference of opinion may exist as to the definition of the term "back-to-back" houses. These are back-to-back houses in the sense that ingress and egress can only be had by the front door and that their backs do not open on a lane but adjoin similar houses in the rear; each house has, however, a yard or air shaft at the back, six feet wide and running the whole width of the house, the kitchen being situated on the opposite side of the yard and thus separated from the house proper. In most cases the yards are grouped in pairs, above the ground floor, thus increasing the open area. It is only the kitchens that are really built back to back. Mr. DANBY contends that the space at the back is more profitably utilised in the form of yards than it would have been in the form of a lane, inasmuch as in the latter case much of the light and air now admitted to the dwellings would have been excluded by the kitchen, which would then have had to be an integral part of the house instead of being separated from it by a yard—now the case. As the kitchen in Chinese houses is used also as the privy its detachment from the house is ... ground alone desirable. On the ... a lane open at each end would naturally give a much better circulation of air than a number of air shafts, even although openings be provided in the walls separating the shafts.

While landlords may be justly blamed for erecting houses that fall short of reasonable sanitary requirements the Government is still more to blame for not having made observance of those requirements compulsory. Landlords are not philanthropists and in the great majority of cases they think that if they comply with the law they have done their duty. It is the duty of the Government to see that the law sufficiently provides for the safety of the public health, and in the discharge of that duty it has been culpably neglectful in the past. This neglect has characterised it not only in its legislation, but also in its executive acts. As an instance it may be mentioned that when the lots at Yaumati south of the Police Station were sold they were laid out with ten feet scavenging lanes, but when other lots in the village were subsequently sold the lanes were omitted, thus offering encouragement to the erection of objectionable back to back houses. In this case there was a distinct backsliding on the part of the Government, which is none the less culpable because it was probably the result of an oversight. However, all parties are agreed now that the colony must be set in order in a sanitary sense, and landlords are as much interested as any other class of the community in the prosperity of the place. It is to be hoped therefore that the good work may be entered upon and carried out without needless recrimination. That landlords are not altogether without a conscience in the matter may be inferred from the fact that in a considerable number of cases they have voluntarily complied with the suggestions of the Sanitary Board and sacrificed a portion of the kitchen to make an air shaft for back to back houses. The Sanitary Board has effected a great improvement in this repect, quietly and without friction and in a way which reflects great credit upon that body. The local architects have also played a creditable part in the matter. We have reason to believe these gentlemen approve of the amendment of the existing building laws in a very radical sense and that they would be willing to give the Government the benefit of their experience and advice in the drafting of the new regulations if invited.

There was one case of plague on Saturday and one death.

To-day being the "Glorious Fourth" Mr. Rounsevelle Wildman will be "at home" in the afternoon.

The *Pacific Mail* steamer *Peru* has been chartered by the U. S. Government and consequently there was to be no departure from San Francisco for China on the 28th June.

It is notified in the *Gazette* that the services of two nursing sisters for private nursing are now available for the public. Application has to be made by the doctor in charge of the case.

It is notified by advertisement in another column that branch post offices are to be opened to-morrow in the Wharf and Godown Company's premises at Kowloon and at No. 111, Praya West.

It is notified in the *Gazette* that H.E. the Acting Governor has been pleased to recognise, provisionally, Mr. Rounsevelle Wildman as Consul-General for the United States. Mr. Wildman's previous recognition was as Consul.

The P. and O. steamer *Ganges*, whose loss by fire is recorded by Reuter, was until recently on the line from Bombay to China, but has latterly been running between Bombay and Aden. The Company has had the proverbial "luck" with its steamers—the *Alma* the wish it a long immunity from similar disasters in the future.

A crocodile is reported to have been captured in the Dodap river, Lower Perak, in whose stomach was found a human leg (probably that of a Malay), besides portions of three human skulls, fishing hooks, lines, and pieces of white drill and kahki cloth. This crocodile is credited with killing three Malays, one being the Kota S'tia policeman who was taken out of a boat when going his rounds last year.—*Singapore Free Press.*

At the Magistracy on Saturday Commander Hastings had before him two Chinamen who were charged with dumping 2 cwt. of coal into the harbour to prevent seizure. On Friday morning P.C. Hammond followed defendant's boat in police pinnace No. 3, and observed them throw the coal overboard off Blackhead's Point. One of them was fined $50 and the other $10. They were also sentenced to 42 days' imprisonment for stealing a ton of coal belonging to Messrs. Blackhead and Co.

Owing to the frequency of housebreaking cases at Singapore lately special watch has been recently kept upon the Tanglin district. Capt. Hamilton and Sergeant Brennan in the course of their rounds the other night saw a gate open leading to house No. 73, Scotts Road, which is occupied by one Sin Kek Chun. Noticing a ladder against a tree they suspected thieves and went up to the house, when they were fired upon by the son of the occupier, who stated that he always fired on thieves. Fortunately the bullet whizzed harmlessly past, but the man will be charged with a rash act.

Some of the Indian constables in the Hongkong Police Force have latterly expressed dissatisfaction with the pay they have been receiving, contending that in view of the dearness of food it is not sufficient. Their wages range from $12·50 to $15·50. On Friday 27 of them refused to accept their monthly pay unless promised an increase. This, of course, amounted to insubordination, and in the exercise of the powers vested in him by the Police Force Consolidation Ordinance 14 of 1887, the Captain Superintendent of Police (the Hon. F. H. May) sentenced them to seven days' imprisonment. Twenty-two of the offenders came from India last January.

News has just reached Foochow that an attack which might have been attended with very serious consequences, was made a week or two since upon Miss Gardner C.E.Z.M.S. near Kien Ning City. It seems that she was walking through one of the suburbs attended by a Biblewoman when a man suddenly seized her by the wrist and made an attempt to strike her with a chopper. Miss Gardner was able to wrench herself free and before her assailant could attack her again the Biblewoman bravely interposed and bore the brunt of the attack, being severely wounded on the arm. The man, who seems to be mad, is in durance vile and we are glad to hear that the brave Biblewoman is in a fair way towards recovery.—*Echo.*

On Saturday afternoon some excitement was caused in Queen's Road by the fall of a quantity of brickwork and scaffolding from the top floor of the Hongkong Hotel, just above Miss Fairall's shop. For some time past repairs to the verandah have been in progress, and the accident of Saturday afternoon is said to have been caused by a workman stepping upon or leaning against the brickwork before the mortar was set, but it is to be noted that the coolie did not come down with the bricks, as one would have expected if they had given way under pressure in the manner described. Fortunately there was no one passing immediately in front of the building when the fall took place, but two coolies who were waiting with their master's chair had a fortunate escape, as they happened to have gone under the verandah and were therefore sheltered from the shower of bricks which fell outside and smashed the chair. Had the accident occurred before Miss Fairall's shop was closed and when a lady was entering or leaving it is almost certain that she would have been killed. Some enquiry as to the circumstances of the accident should be made by the Director of Public Works, for if a great mass of masonry is liable at any time to be hurled on to the heads of passers-by by the accidental touch of a coolie it would seem the precautions taken are insufficient.

It is notified at Singapore that the Ordinance authorising a Government note issue has not been disallowed. It is, therefore, to be presumed that the Government note issue will be made when the necessary arrangements are completed.

A proclamation by H.E. the Acting Governor is published in Saturday's *Gazette* revoking the proclamation of 9th April last by which Canton, Whampoa, and Macao were declared infected ports, the revocation taking effect from the 2nd July. The medical examination of vessels arriving from the ports named is therefore discontinued.

"East to the West" is the title of a most attractive guide just issued by the Canadian Pacific Railway Co. It is lavishly illustrated with excellent views of scenes in the East, including Hongkong, and along the railway route. The Guide is excellently written and a perusal of its hundred pages will prove a great incentive to the reader to travel and see for himself the wonders and beauties it describes.

Mr. W. Boffey, an old resident of the colony, died on Saturday morning and was buried yesterday afternoon. Mr. Boffey was for a great number of years in the employment of Messrs. Lane, Crawford & Co. as the manager of their tailoring department. Two or three years ago he established himself in business on his own account, but had recently rejoined Messrs. Lane, Crawford & Co., resuming his old position. He was a prominent member of the Masonic body and a Past Master of Victoria Lodge, No. 1,026, and of the Eothen Mark Lodge, and many of the brethren attended his funeral.

Mr. Erich Georg in his weekly share list dated 2nd July, says:—Business during the week under review has been mostly in connection with the very heavy and troublesome June settlements, which have been arranged fairly well. This has been the last heavy settlement, so far as I am aware of, time business for future months being of a more limited description; and, although we cannot look for an immediate improvement in the way of financial facilities, which fact must necessarily restrict the volume of business, it is generally anticipated that rates for most stocks will improve gradually, although but slowly. The exchange on Shanghai during the week dropped to Tls. 74½ for three days' sight private bills, rose again to Tls. 75½, and closes at Tls. 75 to Tls. 74½.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 30th June.

ITALY.

General Pelloux has formed a Cabinet in which Admiral Canevaro is Minister for Foreign Affairs and General Saonarzano Minister for War.

THE SPANISH-AMERICAN WAR.

General Shafter telegraphs that 8,000 Spaniards with a quantity of supplies are advancing on Santiago de Cuba, and that he has decided to attack the city before they arrive without waiting for his own reinforcements.

The departure of Commodore Watson's squadron for Spain is likely to be delayed, as the ships are unprepared for the voyage.

LONDON, 1st July.

P. & O. STEAMER "GANGES" DESTROYED BY FIRE.

The P. & O. *Ganges*, lying in Bombay harbour, took fire yesterday and was completely destroyed. The stewardess was burnt to death in her cabin.

THE SPANISH-AMERICAN WAR.

Admiral Camara commenced coaling at Port Said from colliers. The Egyptian Government requested him to desist and to leave immediately, whereupon Admiral Camara declared his vessels required repairs and began discharging coal and material for that purpose.

Altogether 470 officers and 10,464 men are on their way to Manila.

GERMANY AND THE UNITED STATES.

the suspicion and irritation in the United States against German designs in the Philippines is increasing.

WATER POLO.

UNFORTUNATE TERMINATION OF FIRST LEAGUE MATCH.

The first league game between the V.R.C. team and No. 1 King's Own team had a very unfortunate termination. The Recreation team from the first had the upper hand, and rapidly put on three goals, besides another which was perfectly legitimate but they gave over on account of a protest by the King's Own. The soldiers had been protesting throughout the game against the decisions of the referee (Mr. G. C. Hayward, of Mr. H. W. Kennet's Kowloon team), and they finally left the water in protest just as half-time was about to be declared. The V.R.C. captain offered to allow the regimental team to chose their own referee and restart the game, wiping out the goals at the credit of his team, but the soldiers declined, making very uncomplimentary remarks about the referee's and the V.R.C. team's knowledge of the game. One of the objections raised by the King's Own was that the referee did not blow his whistle as a signal to re-start when free throws were awarded. Perhaps it would have been better if he had done so, but the rules do not call for it, and after all it was a trivial matter and affects equally both sides. The principal bone of contention, however, was the "ducking" rule, and here we are bound to say we think the soldiers were altogether at fault. Rule No. 73, item D, states: "It shall be a foul to duck an opponent unless he is holding the ball, or to retain possession of the ball when ducked." The King's Own evidently confounded the word "playing" with "holding," and in several instances ducked their opponents when they were not even handling, evidently being under the impression that they were entitled to do this because the opponent was following the ball and had been the last man to play it. We were very sorry to see the soldiers behave in such an unsportsmanlike manner as to leave the water before the game was finished. They could have protested afterwards, and their protest would have received every consideration. The conduct casts a slur on the Hongkong people's sense of fairplay which I am sure is not deserved, for never previously has any Regiment had anything to say against the treatment they have received from the colony's sportsmen. It was also very hard on Mr. Hayward, the referee. He was asked to officiate because he belonged to a neutral team, and as everyone knows he is not one who would act partially.

It is to be hoped that this untoward incident will not finish the competition, but that a meeting of representatives will be held to discuss the rules and then a fresh start be made —*communicated.*

LATEST STEAMER MOVEMENTS.

The N. P. steamer *Arizona* arrived at Tacoma from Japan and Hongkong on the 30th ultimo.

The N. P. steamer *Argyll* arrived at Yokohama on the 1st instant, and sailed again same day for Kobe and Hongkong.

The M. M. steamer *Melbourne*, with the next French Mail, left Saigon on 2nd inst. at 7 o'clock for this port.

The N. P. steamer *Victoria* has arrived at Yokohama, whence she sailed for Kobe and this port on the 3rd instant.

The Mutual steamer *Oopack*, from Glasgow and Liverpool, passed the Canal about 1st inst., and may be considered due at Singapore on or about the 19th instant.

The Austrian Lloyd's steamer *Vindobona* left Kobe via Moji for this port on the 2nd instant.

The P. & O. steamer *Japan* left Singapore for this port on the 2nd inst., at 10 a.m.

The N. G. I. steamer *Bornnida*, from Bombay, left Singapore for this port on the 2nd instant, and is due here on or about the 9th instant.

The N. Y. K. steamer *Airike Maru* (Bombay Line) left Kobe via Moji for this port on the 2nd instant and is expected to arrive here on the 10th inst.

SPANISH-AMERICAN WAR.

THE SITUATION AT MANILA.

AGUINALDO AND DEWEY ON THE BEST OF TERMS.

THE INSURGENT LEADER HAS CONFIDENCE IN THE AMERICANS.

[FROM OUR CORRESPONDENT IN MANILA BAY.]

Manila Bay, 26th June, 1891

There is little change in the general situation. We expect the *Peking* and *Charleston* any hour of any day. They may arrive even before this letter is mailed this afternoon. When they do come, there will be a succession of interesting days and events, unless all signs fail.

The advent of the *Bonaventure* followed by the *Iphegenia* has had an invigorating effect on the feelings of Americans as well as Britishers. Two of the German men-of-war have gone out to Morivales to coal and may go on to some other port, but I am not definitely informed. The French ship *Pascal* left on Friday, but the flagship of the station, the *Bayard*, arrived on Saturday. She did what the Germans have done but not the British, saluted the Spanish flag ex port with 21 guns. There is no rule to prevent this, but it shows more discourtesy to the American Admiral than courtesy to the port, considering the virtually blockaded condition of the latter. The *Esmeralda* and *Yuensang* have also arrived and will soon leave. The ship *Crown of Germany* (British) leaves soon for Amoy with 1,000 Chinese at $50 a head—not a bad speculation for a sailing vessel caught in a blockaded port. It is not true that the Archbishop escaped as stated by Shanghai papers. He is still here and very much here!

Admiral Dewey does not confine his labours to the *Olympia*. He goes to Cavite almost every day, or at last every few days. Nothing misses his eyes. While he is instructing Commander Wood of the *Petrel*, who has charge of the work at the Navy Yard and Arsenal, or Lieut. Hodges of the *Nanshan* to do one thing he is looking about for more work to be done and invariably has a new suggestion when he has finished the first. By his order and by the speed and excellence of its execution the Navy Yard, Arsenal, forts, and barracks have been converted in a wonderfully short time from confusion and chaos to neatness and system. Everything is in readiness so that the troops can make it their headquarters if they wish and be most comfortable. Just outside of the Cavite entrance to the Navy Yard, or the gate called "Camp Dewey" is a large level open space of ground, nearly five acres in area, which will make an admirable drill or exercise ground. It would also be an admirable field for cricket, football, and lawn tennis, if it were covered in a few spots here and there. From present indications, however, there will be little occasion to use it for any such purpose during the next six weeks. On one side of this great campus are barracks used now by the insurgents as prisons and filled with fully 600 Spanish regulars. Recently Admiral Dewey and Consul Williams crossed it on their way to inspect the town. In some way the prisoners learned that the Admiral was passing and could be seen. It took but a minute for the word to be passed along. There was a grand rush and scramble to the windows. Men piled or top of men and pulled each other away in a mighty effort to get a glimpse of the Almirante Americans who had so completely defeated their Admiral, whom they deemed absolutely invincible.

At first this rough and tumble contest was thought by the guards to be a wild attempt to escape and the signal was given to call help. But a second glance showed the prisoners proved that they were only satisfying their curiosity as to the "Unconquerable American," as one Spanish officer saluted Admiral Dewey. Strange to say, the remarks of Spanish officers and privates overheard by those who were near contained only kind or complimentary words, while the looks on their faces were those of wonderment and admiration rather than curiosity and hatred. Though Dewey was the cause of all their misfortunes in a way, they showed genuine respect for him, almost as a child would for a parent who punished him severely for wrong doing. It was the first time they had seen him and they probably will not have another opportunity. For hours afterwards Spanish soldiers from Brigadier General Garcia Pena down to privates were talking over this extraordinary man who had no fear for Spanish hosts on land or sea.

The relations between Admiral Dewey and General Aguinaldo are perfectly agreeable—that is, there are no differences and misunderstandings as to policy and methods. There is no union of forces or action of the American Naval force in co-operation with the insurgent troops, but there is a friendly feeling between them which is in a sense equal to an unofficial alliance. Any stories of inability to agree or to support one other are unfounded. Consul Williams, whose tact is never wanting in dealing with the insurgents, conducts most of the exchanges of opinion or negotiations between Admiral Dewey and General Aguinaldo. He confirms my statement about pleasant relations.

If anyone in Hongkong doubts the strength of the rebel movement he should go within their lines nearly every day for a week as I do and the facts of the case would soon be demonstrated beyond question or quibble. Aguinaldo has more able bodied volunteers than he can need. They come from all over Luzon and from every section that is within a few days' journey by land or water from the insurgent headquarters. To-day I saw 500 men from Bataanga and yesterday 700 from Baluan that had come freely and wanted arms that they might go into the field. A rich man in Paurpangas has sent in great quantities of rice. Another in Cavite supplies cattle and still another brings the actual cash. $5,000 arrived to-day from men living in Bataan. At first they would not accept any receipt, but Aguinaldo, who is apparently trying to do things in a business way, insisted on giving them one, saying that when the war was over the amount would be paid back. These are passing incidents that indicate earnestness on the part of the people.

I asked General Aguinaldo the other day what he expected—what he hoped—would happen when the war was over and did he anticipate the establishment of an independent Philippine republic. He hesitated in his usually reticent manner and then said: "It would be very indiscreet for me to express my hopes about the future before the war is over and when matters are so unsettled as now, but I will say that we Philippines have the greatest confidence in the fairness of the United States. We trust the American people and we know that if they are back of us we will be able to obtain and hold our full rights and be respected by all the great powers of Europe. The Americans have righted a wrong in Cuba and they will in the Philippines."

The General has fully 6,000 well armed men in the field whom he is massing as fast as possible around Manila, bringing them in from lesser places as they are captured. Had he the arms to equip them he could send a force into Manila that would swipe the place like a swarm of bees covering a piece of honey.

The lot of Aguinaldo's followers who came down from Hongkong on the *Kwong Hoi* were mostly sent to the front without any delay and will experience a very different kind of life than they enjoyed in Hongkong. Most of them may be patriots and willing to stand any hardship required, but I met to-day one of them who looked and acted as if he wished he were back in Hongkong. Warfare was evidently too much of a reality for him. He came dressed like a dandy and expecting some soft billet in Aguinaldo's office. He received a commission to go at once to the rear of Manila and look after the supplies for the rebel troops, which meant also that he might even have to take a turn as cook! Two days were enough. He is back in Cavite alleging illness and fever and looks already as if he had been in the backwoods for six months. He is well known in Hongkong, but at the special request of one of the General's secretaries I refrain from giving his name. I understand that he has been assigned to a position as messenger between the outer and inner sanctums of the General's headquarters! But this is not typical. By far the majority of these men accept their orders without question and faithfully execute them. They at least seem quite a match for their Spanish foes.

The *Zafiro*, which returned on Friday morning, June 24, from Hongkong, brought down fourteen more exiled insurgents, including E. Saxdico, M. Marti, V. Bilarmino, J. Artacho, C. Arago, G. Lichanco, A. Escamilla, M. Kiog, B. de la Kaine, J. Ygnacio, D. Lopez, V. Trivinio, T. Sonsago, N. Joaquim. They were all assembled at Aguinaldo's place on Friday afternoon awaiting an opportunity to see their leader. Aguinaldo, however, discriminates between those who need to be seen at once and those who can wait, in the same way as busy men holding important posts at home. When Consul Williams or your correspondent walked in with a request to see the General, there was little or no delay, but when some one of this number of new arrivals humbly suggested that he would like to pay his respects to his leader he was told that a later hour would do as well as the present—not that he is arrogant or exclusive but that he is an extremely busy man. The headquarters now used are a great improvement over the former ones. Formerly the residence and office of the Spanish Governor of Cavite they are well suited for Aguinaldo's purpose, affording abundance of room and opportunity both for his official and private work. A close guard is kept to prevent any attempt on his life. In the ante rooms and corridors are aides armed with swords while at the entrance is a detachment of 25 men with rifles. Everyone that enters is closely scanned and a stranger is stopped and asked his business unless it is evident that he is an American naval officer or a press correspondent.

Quite a severe engagement between the Spanish regulars and insurgents lent a little excitement to Thursday night. The Spaniards made their first notable attempt to drive back the rebels from their advanced position. Fully 1,500 of the former attacked the latter just south of Manila and tried to drive them from the trenches which the rebels captured a few days ago after a hard fight in which many were killed.

The insurgents numbered 700. At first it looked like victory for the insurgents, who met the advance of the Spaniards with an enfilading as well as direct fire. Then the Spaniards came up with reinforcements and seemed sure of carrying the rebel position and capturing the 700 as prisoners, but at the critical moment the rebels steadied and poured in such a strong fire that the Spaniards retreated and did not renew the attack. Had the Spaniards had a little more spirit and kept on they could surely have driven out the rebels, but in this as most other fights they show a lack of nerve when it is needed. Several lesser skirmishes have broken the monotony at other points, but they have not been decisive.

The insurgents won a double prize a few days ago. They captured a fine ship in Tayabas Bay and on her several hundred Spanish troops being conveyed from one point to another. The Spanish soldiers made some resistance, in which a Lieutenant Colonel was killed. The vessel's name is the *Beliol*. The insurgents are now collecting quite a fleet. They have three small steamers, several good launches, many cascos, and a few barges, but all of these are being used at Mariveles and Subong.

Fires are seen almost every day at different points around Manila. They are started both by insurgents and Spaniards and often get beyond their control. The rains that come up nearly every day do more to put out these fires than any body of men. The rains have been of advantage as they were badly needed. All cisterns and tanks are now filled which three weeks ago were empty.

Cavite presented a gay scene on Friday morning. The Philippines in their zeal to show the spirit that is so strong these days did honour to the memory of Dr. Rizal, who was shot two years ago by the Spaniards, by appropriate exercises and display of troops together with religious ceremonies, including the opening of a school to be called Rizal College. Thousands of natives joined in the demonstration and mingled cheers for the cause of freedom from Spain with speeches eulogizing the dead patriot.

On the *Zafiro*, aside from those already mentioned as coming over to Manila from Hongkong, were Lieutenant Brice of the staff of Brigadier General Otis, daily expected in the *Peking*. He is a son of Ex U.S. Senator Brice, who has been very prominent in American public life for many years. Another passenger was Mr. McDonald, of the staff of the N.Y. *Journal* and the San Francisco *Examiner*. Newspaper men are coming in increasing numbers. By the troopships five or six more are expected. With the fleet at present are six, in Manila there are four more, so that the total will soon reach fifteen or sixteen. Surely the world should not suffer for want of news of all kinds.

THE SITUATION IN CEBU.

Among the vessels which arrived in the harbour on Saturday was the *Taksang*, which came from Sorgosan, to the south of Luzon. Thinking she might have passed close to Manila and thus heard whether the American troops had arrived we made enquiries but found that she had not done so. She, however, brought a little news about Cebu, which she left on the 19th of June, bringing with her two British passengers. One of these informed our representative that there are now six British subjects in Cebu, that they were located in Messrs. Smith, Bell, and Co.'s house and Mr. McLeod's house, and that there was nothing to fear as regards their safety. Everything is very quiet in the town. The insurgents are keeping to the hills, where they await the arrival of the Americans. Whenever any vessel comes in sight the Spaniards are in a state of great trepidation until they get to know what it is. Every now and then a few insurgents captured in the hills are brought into the town and shot. The *Taksang* sighted a vessel flying the British flag sailing up the coast. There was, however, something peculiar about her, and the officers believed her to be sailing under false colours.

ARRIVAL OF THE "ESMERALDA."

TROOPS NOT ARRIVED ON TUESDAY AFTERNOON.

At about six o'clock last night the *Esmeralda* arrived in the harbour from Manila *via* Amoy with a number of passengers. Amoy having been declared an infected port, no communication was allowed with the vessel until she had been visited by the medical man, which did not take place until about half-past eight. The *Esmeralda* left Manila on Tuesday afternoon. The American troops had not then arrived, and she saw nothing of them on leaving the port.

KIDNAPPING CHILDREN AT CANTON.

Something of a scene occurred on the Bund at Canton on Thursday last in consequence of an attempt to capture a couple of Chinese girls. The incident is thus described by a correspondent writing on Friday:—"Yesterday morning we had some excitement here owing to a party of pirates coming up alongside the Bund and capturing two children and making off up the river with them at full speed. The crush began to shriek "Save life, save life," a Chinese constable on the Bund blew his whistle, quickly summoning a few of his comrades, and for a time there was much shouting and confusion. The British Consul took the matter in hand, however, and promptly sent off some constables in pursuit. They fortunately succeeded in rescuing the children and capturing the pirates, all being brought back the same afternoon."

THE BENNERTS STEAMERS.

PURCHASE BY M. MARTY.

MORE DISPUTES.

We translate the following article from *L'Echo de Chine* (Shanghai):—

The Bennerts flotilla again? Yes, so it is. I understand that people may be tired of always hearing of this affair, but it is necessary to refer to it again, since Messieurs the Mandarins refuse to understand that the Europeans interested in the question are firmly resolved not to let them suck all the juice of the orange, of which they appear unwilling to abandon even the rind.

Every one knows that M. Marty bought the *Ningchow*, the *Wooning*, and the *Sinfokin*. It is also known that the Chinese have done their best to evade part of their engagements and wanted to deliver only the two last named steamers. M. de Bezaure (the French Consul at Shanghai), who cannot be too highly praised for the energetic manner in which he represented to the Taotai that he would never consent to allow himself to be thus played with, succeeded after much negotiation in securing the delivery of the steamer at Hongkong, where it went into dock. The steamers at Shanghai also went into dock. M. Marty had bought, but wished to examine the goods before taking delivery. Nothing more just. He undertook the expense of docking the steamers, which was nearly $1,200 for the three. He also assumed responsibility for the cost of the repairs necessary to secure a Lloyd's certificate. It was well understood that the Chinese would deliver the vessels with the furniture and the engines mentioned in the inventory. It was on this point that the difficulties commenced. The Taotai said that there were no inventories. No inventories? That appeared a little too thin! M. Marty was not discouraged and set himself to look for the old inventories, and found them, not only the latest, but also those which accompanied the vessels on their arrival from England.

M. Marty then claimed from the Chinese authorities, not the production of the articles mentioned in the original inventories, but those borne on the inventory at the time of the sale. Passing in review what was missing the following nice result was arrived at:—

Ningchow.	
Missing, on deck	Tls. 2,374.00
" in engine room	500.00
Wooning.	
Missing, on deck	2,719.66
" in engine room	512.98
Sinfokin.	
Missing, on deck	1,929.78
" in engine room	218.19
Total	Tls. 8,754.61

But that was not all. The Chinese said nothing about an accident which they had brought on the vessel near the Pescadores and which had placed the vessel in such a condition that the surveyor at Hongkong certified that it was necessary to replace sixteen plates and renew 3,000 rivets. For these little repairs the sum of $17,000 was asked, equal at exchange 75¼ to Tls. 12,825, which, added to the sum already given, made the nice little total of Tls. 21,589.61, which M. Marty claims with entire justice.

The Taotai whom M. Marty addressed would not understand, which is nothing to be astonished at. He replied that M. Marty ought to do the repairs himself. M. Marty, who knew that the vessels were in a pitiable condition, claimed that he was responsible only for the internal repairs, rightly maintaining that the vessels had been promised to him with the hulls in good condition. Proof of this was to be found in the simple fact that M. Marty had consented to pay the docking charges in order to ascertain for himself the state of the hulls. Besides, formal agreements had been made before persons whose testimony could not be suspected, and the Taotai had entered upon a bad case. In fact this functionary was entirely mistaken in thinking that M. de Bezaure would exhibit towards him the gentleness of temperament of that Judge who allowed to pass the unseemly observations of an English advocate whose rôle throughout this affair has been severely judged by his own nationals. However delicate it may be for us to speak of certain personal questions arising out of the Bennerts affair, we must say that a similar method of defence could not be pursued in this case. The plaintiff is a man occupying a high position in the Far East and as well known for his honesty as for his enterprise, taking a case against Mr. Marty the Taotai will have against him right, justice, and honour. We sincerely regret, therefore, the blindness of H.E. Tsai, who does not understand that the time for artifices is past. The clouds are gathering over his head. He has got himself out of many a tight place by his ability and intelligence, but he had better take care this time. The only god he can invoke now is the execution of the formal promises he has made before witnesses. To draw back may bring upon him worse consequences than the Bennertz affair.

M. Marty, who is quite willing to undertake the forty or fifty thousand taels worth of internal repairs that the vessels require, has already engaged his staff. He has made contracts with the masters, the engineers, and the officers. Getting them together has cost money, it costs money to keep them, and it will cost much more to cancel their engagements. H.E. Tsai had better think on all this and bring to an end as soon as possible a question which, if it becomes envenomed, may cost him very dearly, both in money and in respect of his position.

R. Y.

SATURDAY'S GYMKHANA.

THE SOLDIERS AND SAILORS HAVE A TURN.

Judges.—The Hon. J. J. Bell-Irving and Mr. V. A. Cæsar Hawkins.

Handicappers.—The Hon. C. P. Chater and Mr. M. Grote.

Starter.—Mr. A. Babington.

Time-keeper.—M. J. McKie.

Clerk of the Scales.—Mr. J. McKie.

Hon. Treasurer.—Mr. G. C. C. Master.

Hon. Secretary.—Captain P. de S. Burney.

After having been twice postponed the third gymkhana of the season took place on the Race Course on Saturday afternoon in the presence of a large company of spectators. His Excellency Major-General Black honoured the proceedings by his attendance. The Asiatics and the King's Own (whose band played some capital music) were strongly represented, having been attracted by a couple of novelty events which had been provided. One was a chattie race for Asiatic soldiers. Each competitor started with a chattie full of water on his head, ran to a post 50 yards off and then home, the first in with most water in the chattie winning. Prizes of $5, $3, and $2 were offered. Seven men had entered and the winners were, Gunda Singh (No. 93) 1; Thakar Mál (No. 344) 2; Lachha (No. 394), 3. In the rickshaw race for British sailors and soldiers, for which prizes of $10, $5, and $3 were offered (the third, however, not being awarded), four couples had entered—Morley and Guy, Burton and Morris, Sidders and Phillips, and Williamson and Packer. Morley and Guy carried off the first prize and Williamson and Packer the second. Both these events proved a pleasant change in the programme. Particulars of the other events are given below:—

HALF-MILE RACE FOR CHINA PONIES.—Weight as per scale; winners of *any* flat race, once 5 lbs.; twice, 10 lbs.; three times or oftener, 14 lbs. extra; 1st prize, $50; 2nd, $20; 3rd, $10. Result.

Mr. Gresson's Black Deuce, 11st 3lbs. (Mr. Gresson)	1
Mr. Medico's Tantivy, 11st 6lbs (Mr. Master)	2
Hon. T. H. Whitehead's Turocz, 11st 7lbs (Captain Burney)	3
Mr. Lewis's Saucy, 10st 9lbs (Mr. Cox)	0

Tantivy looked like winning to begin with, breaking away several times. Ultimately Black Deuce secured the lead and won by a length.

STEEPLECHASE; over the Steeplechase course; weight as per scale with 10 lbs. added; winners of jump races at this year's gymkhanas once 5lbs.; twice or oftener, 10 lbs. extra; 1st prize, presented by Mr. J. McKie, 2nd prize, $25; 3rd prize, $10.

Capt. Burney's Buckingham, 11st 8lb. (Capt. Burney)	1
Mr. Gresson's Why Not, 12st (Mr. Gresson)	2
Mr. Lewis's Saucy, 11st 5lbs (Mr. Cox)	0
Mr. Kingston's Bannerman, 12st 5lbs. (Mr. Bratton)	0

This was a most interesting event. Though Buckingham ran splendidly Why Not ran him close and but for failing at the last ditch, when Mr. Gresson was thrown, would have forced an exciting finish.

POLO PONY SCURRY; 3 Furlongs; for *bonâ fide* China polo ponies, catch weights over 11st. 7 lb.; previous winners of polo pony events at this season's Gymkhanas excluded; 1st prize, $40; 2nd prize, $20; 3rd prize, $10. Post entries.

Capt. Paton's Slander, 11st 9lbs (Capt. Paton)	1
Mr. McClure's Pegasus, 11st 7lbs (Mr. McClure)	2
Mr. Cox's Chaffich, 11st 7lbs. (Mr. Cox)	3
Capt. Burney's Buckingham (Capt. Burney)	0
Hon. F. H. May's Red Rose, 11st 7lbs (Mr. May)	0

A close race throughout.

LADIES' NOMINATION EVENT; conditions: the nominees will start at the winning post dismounted, and on the word "go," will mount and ride to a post 100 yards off, pick up a plate (supplied by gymkhana) ride back to nominator who will place 6 oranges in the plate (oranges supplied); nominees will then ride round the post 100 yards off, keeping it on the left, and in; first in with the most oranges in the plate to win; no oranges in the plate to disqualify, and the loss of oranges to be allowed for by the judges; the oranges must be intact as provided; result, 1st prize, presented by Commodore Holland, R.N. Post Entries.

Capt. Johnson (Mrs. Gawne)	1
Capt. Laurie (Mrs. Long)	2
Mr. Lawford (Mrs. Singent)	3

MILE AND QUARTER HANDICAP; for all China ponies; first prize presented by Mr. H. N. Mody; 2nd prize, $25; 3rd prize, $10.

Mr. Gresson's Black Deuce, 11st (Mr. Gresson)	1
Dr. Atkinson's Landsnecht, 11st 9lbs (Mr. Master)	2
Mr. Potts's Toesin, 12st (Mr. Cox)	3
Mr. Kingston's Bannerman, 11st 1lbs (Mr. Bratton)	0
Hon

LATE TELEGRAMS.

The following telegrams are from the *Rangoon Gazette*:—

BRITISH FOREIGN POLICY AND MR. CHAMBERLAIN'S SPEECH.

London, 11th June.

In the House of Commons last night replying to an exhaustive criticism by Sir Charles Dilke on the foreign policy of Government Mr. Curzon reviewed the whole subject, and, in the course of his speech, said our relations with America were most friendly. The West African difficulties with France were in course of pacific solution, and the new concession from China secured Hongkong, this and other advantages being obtained from China without jeopardizing friendly relations with other powers or sacrificing our honour.

Sir Charles Dilke, Mr. Asquith, and Sir William Harcourt severely criticised the speech made by Mr. Chamberlain at Birmingham last month.

Mr. Chamberlain, in reply, said it was absurd to make the Cabinet responsible for every word or turn of expression on the part of a single member of the Ministry. He denied that there was any difference of opinion between himself and Lord Salisbury, and refused to withdraw a word of his Birmingham speech.

A motion to reduce the Foreign Office vote was negatived by 254 votes against 128.

THE N. W. FRONTIER AND THE HEROES' FUND.

London, 11th June.

A meeting has been held in support of the fund to make provision for native Indian soldiers disabled in the British service, Lord Roberts presiding. In the course of the meeting the Duke of Cambridge, Lord George Hamilton and Lord Lansdowne paid a tribute of praise to the Native troops.

THE NIGER CONVENTION.

London, 13th June.

The papers accept the Niger Convention between Great Britain and France as a fair compromise of the question.

THE TOBACCO DUTY.

London, 13th June.

The amendment moved in the House of Commons by Sir J. Pease to the Finance Bill to reduce the tea duty instead of the duty on tobacco, has been rejected by 239 to 103 votes.

OBITUARY.

London, 13th June.

The death is announced of Mr. Matthew Fowler, Liberal Member for Durham City.

THE UGANDA RAILWAY.

Allahabad, 15th June.

News from Mombassa states that special arrangements have been made there for forwarding on at once big batches of the Indian coolies, 6,000 in all, now on their way to that part, for work on the Uganda Railway. The Home Government is most anxious to push on the construction of the line, which is now open for 130 miles. The sections now in hand are in comparatively easy country, and hence large working gangs can be employed.

THE LATE SIR HENRY HAVELOCK ALLAN.

Calcutta, 15th June.

The widow of the late Sir Henry Havelock Allan has been granted an allowance of three thousand pounds yearly out of the Blackwell Grange estates. Had Sir Henry Havelock Allan lived another year he would have fallen into a fortune of seventeen thousand pounds yearly under the will of Mr. Robert Allan. This fortune now goes to Sir Henry Havelock Allan's eldest son.

ATTEMPTED ASSASSINATION OF THE SECRETARY TO THE GERMAN EMBASSY.

London, 18th June.

A shoemaker, whose name and nationality are at present unknown, yesterday fired twice at Count Arcovally, the Secretary to the German Embassy, just outside the Embassy. Count Arcovally was wounded in the thigh by one shot, the other bullet being stopped by a button. The assailant, when arrested, fired at a policeman, who escaped unhurt, his pocket-book stopping the bullet.

Later.

The assailant of Count Arcovalley proves to be an Englishman named Trodd of weak intellect. The papers found in his pockets show he intended to shoot the American Ambassador.

THE ASCOT GOLD CUP.

London, 16th June.

The following is the result of the race for the Acot Gold Cup run to-day:—Elf the Second, 1; The Rush, 2; Cartouche the Third, 3.

THE INDIAN LOAN.

London, 16th June.

[illegible] reading in the House of Commons, the amendment by Sir William Wedderburn in favour of the appointment of a select committee of enquiry into Indian finance being rejected.

THE CURRENCY COMMISSION.

London, 16th June.

Lord Gorge Hamilton has declined to alter his decision to exclude the public from the sittings of the Currency Committee.

THE FAR EAST.

London, 16th June.

In the House of Commons Mr. Curzon, replying to Mr. Ashmead Bartlett, said the British Syndicate and Chinese Railway Director have signed an agreement to extend the northern line from Peking to Newchwang.

THE SOUDAN.

London, 17th June.

The Fourth Egyptian Brigade, under Col. Collinson, is under orders to join the Khartoum expedition.

INDIA IN PARLIAMENT.

London, 17th June.

In the House of Commons yesterday evening, replying to criticisms by Mr. Macneill and Mr. Pickersgill, Sir Henry Fowler vigorously defended the Indian Government and its admirable Civil Service. In the course of his speech the Right Honourable member praised especially the railway and irrigation policy of the Government of India, and stated that the taxation of India amounted to only one shilling and ninpence per head.

THE DUMDUM BULLET.

Allahabad, 17th June.

With reference to the reports current in military circles at home as to the destructive effect of the Dumdum bullet at the battle of the Atbara, the *Pioneer* finds that no Dumdum bullets whatever were sent to troops in the Soudan and they have never been used on service except during the frontier campaign.

TRAINING BRITISH TROOPS IN HILL WARFARE.

Allahabad, 17th June.

It is understood measures are likely to be taken to ensure the training of British infantry in hill warfare. The best method would be to have small camps of exercise in the Autumn months in selected hill stations before the regiments march down to the plains. Murree, Simla, Mussoorie and Chakrata have all in their immediate neighbourhood excellent ground for such training.

THE AUSTRALIAN MAIL.

The following telegrams are from Australian papers received by the steamer *Guthrie*:—

LONDON COLONIAL CLUB BANQUET.

London, 4th June.

A banquet under the auspices of the London Colonial Club was held last night. Among those present were Sir Andrew Clarke (Agent-General for Victoria), Sir J. F. Garrick (late Agent-General for Queensland), Lord Brassey, and Sir G. F. Bowen.

Sir Horace Tozer (Agent-General for Queensland), in replying to the toast of "The Colonies," said that Australasia had the strongest desire for close association with Canada, especially by means of a cable. Such close association would result in better business relations being brought about between the two continents. Continuing, he said that Mr. Chamberlain had done more to win the confidence and affection of the colonies than all the statutes in existence. While the Colonial Office maintained its present policy there was no fear of an estrangement between the mother country and the colonies.

Sir John Bramston (Assistant Under-Secretary for the Colonies) proposed a special farewell toast, "The Health of Sir Malcolm Fraser, retiring Agent-General of Western Australia."

Sir Henry Norman, who was chairman, said he hoped that the relations between Britain and America would be cemented.

THE ANGLO-AMERICAN ALLIANCE.

London, 4th June.

A banquet arranged for the purpose of furthering the Anglo-American Alliance was held at the Hotel Cecil last night.

Lord Brassey, in the course of a speech, said that the colonies warmly supported a British-American union by bonds stronger than those of a formal treaty.

London, 6th June.

Speaking with regard to a British-American Alliance, Sir Edward Grey, M.P., who was Parliamentary Secretary to the Foreign Office in the last Liberal Administration, said he did not believe that the sentiment and good feeling between Great Britain and America could be made stronger by a parchment definition.

London, 7th June.

Lord Brassey, Governor of Victoria, and the Earl of Jersey have joined the committee which has been formed to promote an Anglo-American alliance.

THE AUSTRALIAN FEDERATION VOTE.

London, 4th June.

The newspapers express disappointment at the federation voting.

The *Times* says that the vote in New South Wales has decidedly checked the movement. The issue is too vital to be decided in a single campaign.

The *Daily News* fears that federation is doomed. It is surprised at the smallness of the vote.

The *Standard* says that federation has been badly defeated in New South Wales; but the cause is not dead, and sooner or later federation must come. It further says that the voting shows the populace to be apathetic.

THE GLADSTONE MEMORIAL.

London, 4th June.

The Duke of Westminster, K.G., has accepted the position of chairman of a great public movement which has been initiated for raising a national memorial to the late Mr. Gladstone.

THE TRANSVAAL AND DR. LEYDS' POSITION.

London, 4th June.

Dr. Leyds, who recently arrived as envoy for the Transvaal in Europe, has been accredited by his Government to most of the European Powers, including Russia.

THE GRAND PRIZE OF PARIS.

London, 5th June.

At the Paris Summer Meeting to-day the race for the principal event on the programme resulted as under:—

Grand Prize of Paris of 200,000f. (8,000 sovs.), 150,000f. (6,000 sovs.) given by the city of Paris, and 50,000f. (2,000 sovs.) by the five great railway companies, for three years old colts and fillies of every description and country, added to a sweepstake of 1,000 francs (40 sovs.) each; second to receive 20,000 francs (800 sovs.) and the third 10,000 francs (400 sovs.) out of the stakes; weights, colts about 8st 11lb, fillies about 8st 8lb; about 1 mile 7 furlongs.

Baron de Rothschild's c Le Roi Soleil, by Heaume—Mademoiselle de la Valliere	1
M. J. de Bremond's c Gardafeu, by Cambyse—Bougie	2
M. Edmond Blanc's c Cazabat, by Rueil—Clementine	3

London, 6th June.

Baron de Rothschild has directed that the first money in the Grand Prize of Paris won for him by his horse 'Le Roi Soleil, on Sunday, amounting to £8,000, shall be distributed among the poor.

THE VATICAN AND THE ITALIAN GOVERNMENT.

London, 5th June.

His Holiness the Pope has personally appealed to the Emperor Francis Joseph of Austria and the Emperor of Germany to assist in securing an arrangement between the Vatican and the Italian Government.

The Italian Government, it is understood, has no objection to enter into a formal agreement, provided it is not asked to make an impossible concession.

SHIPPING REPORTS.

The Norwegian steamer *Liv*, from New York and Singapore 23rd June, had veering away from a typhoon.

The British steamer *Taksing*, from Sorsogon 28th June, had moderate to fresh winds and rainy heavy W.S.W. swell.

The British steamer *Esmeralda*, from Manila 28th June, and Amoy 2nd July, had fine weather with occasional rain squalls.

The German steamer *Loongmoon*, from Shanghai 29th June, had S.E. wind and high easterly swell until Tungtuing; thence to port southerly wind with strong rain squalls and high sea.

The British steamer *Nestor*, from Liverpool 20th May, and Singapore 26th June, had fresh W.S.W. to S.W. winds from Singapore to lat. 17 N. and long. 113.4 E.; from thence to port fresh to moderate breeze and squally.

The British steamer *Glenfalloch*, from Singapore 25th June, had unsettled weather from Singapore to lat. 19 N. and long. 111 E., on 1st on account of a typhoon; no damage done.

The British steamer *Benrenue*, from Kob-si-chang 26th June, had strong S.W. monsoon to Cape Padaran. Light and variable winds from Padaran to Cape Varella; from there to port moderate S.W. winds, high confused sea and overcast weather.

The British steamer *Guthrie*, from Sydney 8th June, Brisbane 10th, Townsville and Cairns 14th, Thursday Island 17th, Port Darwin 21st, and Timor 24th, experienced a very heavy S.E. gale between Sydney and Brisbane, with high seas and thick dirty weather; thence along the Australian coast and on to Timor moderate to fresh N.W. to S.E. winds with moderate sea and dull, overcast and cloudy weather with occasional rain squalls; thence to Bailan Straits variable winds, moderate with dull, overcast, gloomy weather, with passing showers; thence to Cabra Island wind and weather continuing the same, until nearing Cabra Island, when a very heavy S.W. and westerly swell was experienced with heavy rains; thence to arrival moderate S.E. to S.W. winds with high S.W. swell and fine weather with a few passing showers.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. G. Acevedo	Mr. & Mrs. Lemm and family
Mr. J. H. Aitken	Mr. W. S. Macleod
Mr. M. Akashi	Mrs. H. A. Macleod and children
Mr. S. M. Alesjoff	Mr. Enrique Martinez
Mrs. Angus	Mr. W. T. Marlow
Mr. Wm. S. Bailey	Mr. J. L. Mayer
M. A. Balfour	Mr. J. Y. Mayston
Mr. A. Barr	Mr. A. Mackellop
Mr. H. G. Barclay	Mr. Wm. McClure
Mr. R. Bauld	Mr. G. W. Mead, Jr.
Mr. L. Bérindoague	Mr. H. Merecki
Mr. Henry Birkett	Mr. F. G. Molyneux
Mr. Brandeaburg	Mr. Geo. Mudge
Mr. & Mrs. J. W. Bard	Mrs. J. B. Mustard
Surg. Capt. S. F. Clark, A.M.S.	Consul Nedecielm
Dr. F. W. Clark	Mr. & Mrs. C. A. Oliveira
Major Close, R.A.	Mr. J. H. Osmond
Mr. P. F. David	Mr. W. Purfitt
Mrs. Davidson	Mr. J. Rascorin
Capt. Dixon	Mr. & Mrs. R. Pescia
Mr. M. Dourdin	Mr. & Mrs. Reyes and children
Miss Drum	Mr. W. S. Richards
Mr. F. W. Edwards	Mr. A. J. Richardson
Mr. John Ellerthorpe	Mrs. E. Ricco
Mr. L. L. Etzel	Mr. L. Rognan
Mr. E. J. Ezra	Mr. & Mrs. Skinner
Mr. & Mrs. H. K. C. Fisher	Mr. T. A. Stetson
Mrs. W. Gerren	Mr. W. Stewart
Mr. J. Kennedy Gibson	Baron C. Swaine
Capt. F. D. Goddard	Dr. J. H. Swan
Mr. H. B. Goodfellow	Mr. W. F. Sylvester
Mr. J. H. Grimes	Mr. W. H. Talbot
Mrs. W. Harrison	Mr. R. Tooney
Mr. T. Howard	Mr. & Mrs. W. E. Turner
Mr. Kerfoot Hughes	Mr. E. R. Vine
Mrs. Hunt	Mr. W. B. Walker
Mr. M. Jensen	Mr. & Mrs. Wm. Whiley
Mr. E. S. Joseph	Miss Whiley
Mr. & Mrs. Jules	Mrs. Widem and child
Mr. J. W. Kinghorn	Mr. T. J. Williams
Mrs. Knight	Mr. W. J. Williams
Mr. A. E. Knights	
Mr. Leon A. Levy	

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Mr. & Mrs. J. H. Bathgate	Staff Surgeon & Mrs. W. E. Home
Mr. & Mrs. G. K. H. Brutton & child	Mr. F. Hubbe
Captain D. C. Campbell	Mr. John D. Hutchison
Captain van Corbach	Mrs. P. S. St. John
Mr. J. P. Cottam	Lt. Commander P. S. St. John, R.N.
Mr. J. B. Coughtrie	Mr. R. S. Judah
Mr. & Mrs. W. H. T. Davis	Mr. H. St. John Knight
Mr. V. H. Deacon	Mr. & Mrs. J. W. Norton Kyshe
Mr. W. Doherty	Mr. C. C. Malach
Mr. J. M. Doherty	Mr. R. Marien
Mr. F. J. Haver Drocze	Mr. R. Mitchell
Colonel H. Elsdale	Mr. H. E. Pollock
Mr. E. C. Emmett	Mr. F. C. Bielefe
Mr. R. M. Ezekiel	Mr. A. Sinclair
Mr. Aubrey Fair	Mr. A. Findlay Smith
Mr. M. E. P. Frost	Mr. L. Sommerville
Rev. F. A. J. Gace	Mr. A. G. Stokes
Mr. E. Heinze	Mr. G. H. Wheeler
Mr. A. H. Hewitt	

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Mr. & Mrs. A. H. Bonheim & child	Mrs. Morris
Mr. James Beattie	Miss McIntosh
Mr. & Mrs. Charles C. Cohen	Miss Patterson
Mr. & Mrs. H. Carmichael and child	Mrs. Hugh Redman
Mr. W. Stewart Harrison	Mr. M. Ross
Major M. M. Morris R.A.	Dr. & Mrs. J. C. Thomson and 3 children
	Mr. E. A. Katsch
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With the Mounted Infantry and the Mashonaland Field Force, 1896, by Brevet-Lieut.-Col. E. A. H. Alderson ... $ 3.50
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Black and White Academy Pictures ... 70 cents.
Pall Mall Academy Pictures ... 70 „
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ROYAL ACADEMY PICTURES, COMPLETE IN 5 PARTS—PARTS I., II., and III. NOW READY, 70 cents Each.

PARIS SALOON PICTURES ... $ 2.00
Year Book of Photography ... 0.70

BROADWOOD PIANOS
NEW MODELS
MONTHLY PAYMENTS.
LANE, CRAWFORD & CO. [1—1393

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SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LD., LONDON;
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all Kinds.
"VICTOR" METALLIC BOILER JOINTS
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the Best Qualities.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Superintendent ... THOS. SKINNER.
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BEST PORTLAND CEMENT
PRICES AND SAMPLES ON APPLICATION.
U. NERVEGNA & Co.,
31, WYNDHAM STREET.
504]

INSURANCES.

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO., Agents for the Phœnix Fire Office.
Hongkong, 17th August, 1887. [21

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.
A yearly premium of £28 2s. (age 30) secures the following:—
£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£6 per week in case of temporary disablement by accident.
Accidents insured against for £4 and £2 per annum (£1,000 in case of death by weekly payments in case of injury.)
For further Particulars apply to
J. Y. V. VERNON, Agent.
Hongkong, 8th June, 1896. [1320

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1897, £13,558,989 0s. 0d.

	£	s.	d.
I. AUTHORISED CAPITAL £3,000,000			
SUBSCRIBED CAPITAL 2,750,000			
PAID-UP CAPITAL ... 687,500	0	0	
II. FIRE FUNDS ... 2,743,819	7	2	

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 23rd June, 1898. [1391

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & CO., Agents
Hongkong, 16th May, 1892 [19

THE NORWICH UNION FIRE INSURANCE SOCIETY.

FOUNDED 1797.

AMOUNT INSURED ...	£330,000,000
LOSSES PAID ...	12,350,000
PREMIUM INCOME ...	872,000

The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
DAVID SASSOON, SONS & CO.
Hongkong, 1st July, 1898. [1398

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BRÖCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [67

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSSEN & CO.
Hongkong, 20th May, 1895. [20

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & CO., Agents.
Hongkong, 16th November, 1872 [18

NOTICE.

NOTICE is hereby given that the owners' copy of the TITLE DEED of Lot No. 4 in the British Concession, Shameen, has been LOST, and that if it be not found within one month from the date of this advertisement it will be cancelled and steps taken to obtain a new deed.
K. D. ADAMS, By his Attorney, HERBERT F. DENT.
Canton, 24th June, 1898. [1354

TO LET

TO LET.

GODOWN in BLUE BUILDINGS, No. 3, ELGIN STREET.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1898. [48

TO LET.

FROM the 15th JULY next, No. 3, RICHMOND TERRACE.
STABLES at KOWLOON.
Apply to HUMPHREYS ESTATE & FINANCE CO., LIMITED.
Hongkong, 24th June, 1898. [1392

TO LET.

CONVENIENT OFFICES. 1st FLOOR, 18, BANK BUILDINGS, Hongkong.
Address "F. R.," Care of *Hongkong Daily Press* Office.
Hongkong, 21st March, 1898. [706

TO LET.

APARTMENTS at KOWLOON, with Board. Suitable for married couples or single gentlemen. Tennis Court.
Apply to MRS. HATHERLY, Isadale, Kowloon.
Hongkong, 17th June, 1898. [1306

TO LET.

THOMSEN'S HOTEL, KULANGSU, AMOY. Furniture as it stands to be taken over.
For Particulars, apply to J. E. THOMSEN & CO.
Amoy, 27th June, 1898. [1390

PRIVATE BOARD AND RESIDENCE

Mrs. GILLANDERS. GLENEALY BUILDINGS.
Hongkong, 9th January, 1896. [1397

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER, 2, Felder's Hill.
Hongkong, 1st January, 1892.

DAVID CORSAR & SON'S MERCHANT NAVY, NAVY BOILED, LONG FLAX, RELIANCE CROWN, TARPAULING } CANVAS
ARNHOLD, KARBERG & CO., Sole Agents.
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JAPAN FINE ART CURIOS
KUHN & KOMOR,
HONGKONG; YOKOHAMA; KOBE. [2359

SIEN TING,
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE, Consultation Free.
Hongkong, 23rd September, 1891. [728

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.
We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.
CALL FLAG W.
J. W. KEW & CO., STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1895 [1271

BOMBAY BURMAH TRADING CORPORATION, LIMITED.
BANGKOK AND RANGOON.
TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING, PINKADOE RAILWAY SLEEPERS for all GAUGES.
Rates Supplied and Orders Booked by JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. [996

BANKS.

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL ...	Yen 12,000,000
PAID-UP CAPITAL ...	„ 9,000,000
RESERVE FUND ...	„ 6,660,000

HEAD OFFICE—YOKOHAMA.

BRANCHES & AGENCIES.

Kobe	London	San Francisco
New York	Lyons	Honolulu
Bombay	Shanghai	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARR'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5¾ per annum.
„ „ „ „ 6 „ 4¾ „ „
„ „ „ „ 3 „ 3¾ „ „
S. CHOH, Agent.
Hongkong, 25th March, 1898. [655

THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP ...	£800,000
RESERVE LIABILITY OF SHAREHOLDERS ...	£800,000
RESERVE FUND ...	£450,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances
On Fixed Deposits for 12 months ... 4 per cent.
„ „ „ 6 „ 3½ „
„ „ „ 3 „ 2½ „
T. H. WHITEHEAD, Manager, Hongkong.
Hongkong, 24th May, 1898. [17

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 1st August, 1895. [14

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ...	$10,000,000
RESERVE FUND ...	$ 8,000,000
RESERVE LIABILITY OF PROPRIETORS	$10,000,000

COURT OF DIRECTORS
Hon. J. J. BELL-IRVING—Chairman.
R. M. GRAY, ESQ.—Deputy Chairman.

C. Beurmann, Esq.	R. L. Richardson, Esq.
David Gubbay, Esq.	R. Shewan, Esq.
A. Haupt, Esq.	N. A. Siebs, Esq.
A. McConachie, Esq.	P. Sachse, Esq.
A. J. Raymond, Esq.	

CHIEF MANAGER:
Hongkong—T. JACKSON, ESQ.
MANAGER:
Shanghai—J. P. WADE GARDNER, ESQ.
LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON, Chief Manager.
Hongkong, 20th May, 1898. [13

I. LIMITED.

AUTHORIZED CAPITAL ...	£1,000,000.
PAID UP CAPITAL ...	£ 324,374

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.
D. GILLIES, Esq. CHAN KIT SHAN, Esq.
J. T. LAUTS, Esq. CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
G. W. F. PLAYFAIR.

Interest for 12 Months Fixed ... 5 %
Hongkong, 1st December, 1897. [15

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL ...	£1,500,000
SUBSCRIBED ...	£1,125,000
PAID UP ...	£ 562,500
RESERVE FUND ...	£ 10,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.
ON FIXED DEPOSITS:—
For 12 months ... 4 %
„ 6 „ ... 3½%
„ 3 „ ... 2½%
J. THURBURN, Manager, Hongkong.
Hongkong, 27th October, 1897. [16

FOR SALE

FOR SALE.

A TEAK WOOD TWIN SCREW STEAMER'S HULK (unfinished).
Length 166 feet over all.
Breadth 28 feet 2 in.
Depth of hold 20 feet, including twin deck.
Capacity from 800 to 1,000 tons.
Now lying in Canton Harbour.
For inspecting orders, particulars, &c.
Apply by letter to MR. HO CHEUCK HUNG, Care of Messrs. See Hing & Co., 254, Queen's Road Central.
Hongkong, 28th May, 1898. [1374

H. F. CARMICHAEL.
CONSULTING ENGINEER AND SURVEYOR.
18, PRAYA CENTRAL.
NEW AND SECOND HAND LAUNCHES FOR SALE.
DESIGNS and Specifications for all classes of Steamships. Launches a speciality.
New work and repairs supervised.
Telegrams, "CARMICHAEL," Hongkong.
Telephone, No. 111.
H. F. CARMICHAEL.
Hongkong, 30th April, 1898. [1209

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUTS, WEGENER & CO. Sole Agents.
Hongkong, 17th May, 1895. [1104

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1889 WHITE SEAL.
$36.25 .....per case of 1 dozen quarts.
$38.50 .....per case of 2 dozen pints.
ED. KRESSMANN & CO.'S RED AND WHITE BORDEAUX WINES.
C. G. HIBBERT & CO.'S BOTTLED ALE & STOUT
SIEMSSEN & CO.
Hongkong, 4th September, 1897. [53

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Melbourne*, with the French mail of the 3rd ultimo, left Saigon on Saturday, the 2nd instant, at 7 a.m., and may be expected here on or about Tuesday, the 5th instant. This Packet brings replies to letters despatched from Hongkong on the 23rd April.

THE AMERICAN MAIL.

The P. M. steamer *Belgic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 18th ultimo.

THE CANADIAN MAIL.

The C. P. steamer *Empress of Japan* left Vancouver on 21st ultimo, for Hongkong via usual ports of call.

MERCHANT STEAMERS.

The steamer *Suisang*, from Calcutta and Straits, left Singapore for this port on Wednesday, the 29th ultimo.

The N. P. steamer *Argyll*, arrived at Yokohama on the 1st instant, and sailed again same day for Kobe and Hongkong.

The Austrian Lloyd's steamer *Vindobona* left Kobe via Moji for this port on the 2nd instant.

The P. & O. steamer *Japan* left Singapore for this port on the 2nd instant, at 10 a.m.

The N. P. steamer *Victoria* has arrived at Yokohama, whence she sailed for Kobe and this port on the 3rd instant.

The O. S. S. steamer *Jason* left Singapore on the 28th ultimo, and may be expected here on or about Monday, the 4th instant.

The N. Y. K. steamer *Matsuyama Maru* (Bombay Line) left Singapore for this port on the 28th ultimo, and is expected to arrive here on the 4th instant.

The N. Y. K. steamer *Sunaki Maru* (Europe Line) left Kobe for this port on the 29th ult., and is expected to arrive here on the 4th instant.

The C. N. Co.'s steamer *Changsha*, from Australian Ports, left Port Darwin on the 30th ultimo, and may be expected here on or about Saturday, 9th instant.

The N. G. I. steamer *Bormida*, from Bombay, left Singapore for this port on the 2nd instant, and is due here on or about the 9th instant.

The N. Y. K. steamer *Miike Maru* (Bombay Line) left Kobe via Moji for this port on the 2nd instant, and is expected to arrive here on the 10th instant.

The Mutual steamer *Oopack*, from Glasgow and Liverpool, passed the Canal about 1st inst., and may be considered due at Singapore on or about the 19th instant.

PASSED THE CANAL.

OUTWARD.—31st May—*Maria Valerie*, *Chin Kiang*. 3rd June—*Howick Hall*. 7th June—*Nestor*, *Queen Mary*, *Rathi*. 10th June—*Arawa*. 13th June—*Ichang*, *Prometheus*. 17th June—*Brato*, *Ernest Simons*, *Renus*. 21st June—*Carmarthenshire*, *Aningsby*, *Drumgarth*. 24th June—*Eurico*, *Arcadia*, *Patroclus*. 28th June—*Ebano*. 1st July—*Gisela*, *Oopack*, *Indravelli*.

HOMEWARD.—1st July—*Laos*.

POST-OFFICE NOTICES.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Amoy, Chefoo and Newchwang.—Per *Kiangnan*, to-day, the 4th instant, at 11.30 A.M.

For Yokohama.—Per *Kansu*, to-day, the 4th instant, at 11.30 A.M.

For Bangkok.—Per *Nord*, to-day, the 4th instant, at 11.30 A.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Taiwan*, to-day, the 4th inst., at 2.00 P.M.

For Swatow, Amoy and Foochow.—Per *Thales*, to-morrow, the 5th inst., at 9.30 A.M.

For Singapore, Penang and Calcutta.—Per *Catherine Apcar*, to-morrow, the 5th instant, at 10.00 A.M.

For Singapore.—Per *Armenia*, to-morrow, the 5th inst., at 11.30 A.M.

For Sandakau.—Per *Mouhou*, to-morrow, the 5th inst., at 3 P.M.

For Tientsin.—Per *Kweiyang*, on Wednesday, the 6th instant, at 3.30 P.M.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Doric* will be despatched on TUESDAY, the 5th instant, with Mails for Japan and San Francisco, the United States, Canada, Peru, &c., which will be closed as follows:—
10.00 P.M. Registry ceases.
11.00 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Verona* will be despatched on SATURDAY, the 9th instant, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.
8.00 A.M.—Posting of Prices Current and Circulars ceases.
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of newspapers, books, and patterns ceases.
11.00 A.M. Mail Closes
LATE LETTERS may be posted (from 11.10 A.M.)

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons.	Captain.	Proposed Sailing.
VICTORIA	3,167	J. Truebridge	July 19
OLYMPIA	2,608	T. H. Dobson	Aug. 6
ARIZONA	5,305	J. Panton, R.N.R.	Aug. 23

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons.	Captain.	Proposed Sailing.
BRAEMAR	2,363	E. Porter	Aug. 13
MOGUL	3,654	C. H. Butler	Sept. 10
COLUMBIA	3,654	A. Gow	Oct. 1

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Tables. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA TACOMA and PORTLAND to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO.,
General Agents.

Hongkong, 4th July, 1898. [9

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU, W. Townsend	MARSEILLES, LONDON, & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	TUESDAY, 5th July, at 4 P.M.
MATSUYAMA MARU, J. Nirei	KOBE & YOKOHAMA	THURSDAY, 7th July, at 4 P.M.
SAGAMI MARU, T. Murai	VLADIVOSTOCK VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN & GENSAN	FRIDAY, 8th July, at NOON.
* RIOJUN MARU, A. E. Moses	SEATTLE, WASH., U.S.A., V. KOBE & YOKOHAMA	THURSDAY, 14th July, at 4 P.M.
NAKATA MARU, F. L. Sommer	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE (Transhipping Cargo for Java Ports) PENANG, COLOMBO and PORT SAID	TUESDAY, 19th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 4th July, 1898. [11

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	CEYLON, C. H. Weston, R.N.R.	About 5th July	
YOKOHAMA VIA S'HAI, NAGASAKI & KOBE	JAPAN, T. Leigh	About 6th July	Freight or Passage. (Passing through the Inland Sea)
LONDON, &c.	VERONA, S. Barcham	Noon, 9th July	See Special Advertisement.
YOKOHAMA VIA NAGASAKI & KOBE	ROHILLA, S. de B. Lockyer, R.N.R.	6 P.M., 9th July	Freight or Passage. (Passing through the Inland Sea)
SHANGHAI	COROMANDEL, F. N. Tillard	About 9th July	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 2nd July, 1898. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. ....WEDNESDAY, 20th July, 1898
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 10th Aug., 1898
EMPRESS OF INDIA...Comdr. G. P. Marshall, R.N.R....WEDNESDAY, 31st Aug., 1898

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 30th June, 1898. [8

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VERONA,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY and STRAITS, on SATURDAY, the 9th JULY, at NOON, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 27th June, 1898. [1

FOR SINGAPORE, COLOMBO, HAVRE, AND HAMBURG.

(Calling at Naples for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"DELLA,"

Captain E. Christiansen, will be despatched for the above ports on or about the 9th inst.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSSEN & CO.,
Agents.

Hongkong, 2nd July, 1898. [1359

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"PATHAN"

will be despatched as above, on or about 15th July, 1898.

To be followed by the

S.S. "MACDUFF" sail about 31st July, 1898.
S.S. "SIKH" do. 13th Aug., 1898.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 29th June, 1898. [525-783-1240

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON	Ceylon	Brit. str.	Western, R.N.R.	P. & O. S. N. Co.	On or about 5th inst.
LONDON VIA SUEZ CANAL	Priam	Brit. str.	Jackson	Butterfield & Swire	On 11th inst.
LONDON VIA STRAITS, &c.	Verona	Brit. str.	Barcham	P. & O. S. N. Co.	On 9th inst., at Noon.
LONDON VIA STRAITS	Moyune	Brit. str.	Conradi	Holliday, Wise & Co.	On or about 13th inst.
LONDON, HAMBURG & ANTWERP	Armenia	Ger. str.	Magin	Carlowitz & Co.	To-morrow, at Noon.
BREMEN VIA PORTS OF CALL	Bayern	Ger. str.	Prehn	Melchers & Co.	On 20th inst., at 9 A.M.
MARSEILLES, LONDON, &c.	Sanuki Maru	Jap. str.	Townsend	Nippon Yusen Kaisha	To-morrow, at 4 P.M.
MARSEILLES, LONDON, &c.	Hakata Maru	Jap. str.	Sommer	Nippon Yusen Kaisha	On 19th inst., at 4 P.M.
MARSEILLES VIA SAIGON, ETC.	Caledonien	Fren. str.	Durrande	Messageries Maritimes	On 16th inst., at Noon.
TRIESTE V. STRAITS, BOMBAY, &c.	Vindobonia	Aus. str.	Ballen	Sander, Wieler & Co.	On 9th inst.
VANCOUVER, V. SHANGHAI, &c.	Empress of Japan	Brit. str.	Lee, R.N.R.	Canadian Pacific R. Co.	On 20th inst., at Noon.
VICTORIA, B.C. VIA SHANGHAI, &c.	Braemar	Brit. str.	Porter	Dodwell, Carlill & Co.	On 13th Aug., at Noon.
VICTORIA, B.C., & TACOMA V. S'HAI	Victoria	Brit. str.	Truebridge	Dodwell, Carlill & Co.	On 19th inst., at Noon.
SEATTLE, WINGTON, V. KOBE, &c.	Riojun Maru	Jap. str.	Moses	Nippon Yusen Kaisha	On 14th inst., at 4 P.M.
SAN FRANCISCO VIA S'HAI, &c.	Doric	Brit. str.		O. & O. S. S. Co.	To-morrow, at Noon.
SAN FRANCISCO VIA NAGASAKI	Glenfarg	Brit. str.		P. M. S. S. Co.	On 18th inst., Daylight.
SAN FRANCISCO	Hawthornbank	Brit. ship	Greig	Shewan, Tomes & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Pathan	Brit. str.		Dodwell, Carlill & Co.	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	St. Ninian	Brit. str.		Shewan, Tomes & Co.	On or about 7th inst.
NEW YORK	Marian Woodside	Brit. bk.	Russell	Siemssen & Co.	Quick despatch.
VLADIVOSTOCK VIA S'HAI, &c.	Sagami Maru	Jap. str.	Murai	Nippon Yusen Kaisha	On 8th inst., at Noon.
Y'HAMA V. S'HAI, N'SAKI & KOBE	Japan	Brit. str.	Leigh	P. & O. S. N. Co.	On or about 6th inst.
Y'HAMA VIA NAGASAKI & KOBE	Rohilla	Brit. str.	Lockyer, R.N.R.	P. & O. S. N. Co.	On 9th inst., at 6 P.M.
YOKOHAMA	Kansu	Brit. str.	Sommerville	Butterfield & Swire	To-day, at Noon.
KOBE & YOKOHAMA	Matsuyama Maru	Jap. str.	Nirei	Nippon Yusen Kaisha	On 7th inst., at 4 P.M.
S'HAI, N'SAKI, KOBE & Y'HAMA	Melbourne	Fren. str.	Duchateau	Messageries Maritimes	On or about 5th inst.
SHANGHAI, YOKOHAMA & KOBE	Li	Norw. str.	Hansen	Shewan, Tomes & Co.	To-day, at 5 P.M.
SHANGHAI	Coromandel	Brit. str.	Tillard	P. & O. S. N. Co.	On or about 9th inst.
SWATOW, AMOY & FOOCHOW	Thales	Brit. str.	Bathurst	Douglas Lapraik & Co.	To-morrow, at 10 A.M.
TIENTSIN	Kweiyang	Brit. str.	Outerbridge	Butterfield & Swire	On 6th inst., at 4 P.M.
SYDNEY, MELBOURNE, &c.	Taisan	Brit. str.	Ramsay	Butterfield & Swire	To-day, at 3 P.M.
SYDNEY, MELBOURNE, &c.	Mannair	Brit. str.	McArthur	Gibb, Livingston & Co.	On 7th inst., Daylight.
SANDAKAN & KUDAT	Mariana	Brit. str.	Mogridge	Butterfield & Swire	To-morrow, at 3 P.M.
S'PORE, COLOMBO, HAVRE, &c.	Della	Ger. str.	Christiansen	Siemssen & Co.	On or about 9th inst.
STRAITS & BOMBAY	Bormida	Ita. str.	Durabino	Carlowitz & Co.	On 14th inst., at Noon.
STRAITS & CALCUTTA	Catherine Apcar	Brit. str.	Olifent	D. Sassoon, Sons & Co.	To-morrow, at Noon.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA.

THE Company's Steamship

"KANSU,"

Captain Sommerville, will be despatched as above TO-DAY, the 4th inst., at NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd June, 1898. [1383

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAUNCESTON, AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Ramsay, will be despatched TO-DAY, the 4th July, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by the Company to and from Australia are available for return by the steamers of the Eastern and Australian S. S. Co. and *vice versa*.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th June, 1898. [1341

HAMBURG-AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG, AND ANTWERP.

Taking Cargo at through rates to Amsterdam, Rotterdam, Lisbon, Oporto, Liverpool, Glasgow, North and South American Ports.)

THE Company's Steamship

"ARMENIA"

Captain Magin, will be despatched as above TO-MORROW, the 5th inst., at NOON, instead of as previously notified.

For Freight, apply to

CARLOWITZ & CO.

Hongkong, 2nd July, 1898. [1356

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Olifent, will be despatched for the above ports TO-MORROW, the 5th inst., at NOON, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 1st July, 1898. [1368

OCEAN STEAMSHIP COMPANY,

FOR SANDAKAN AND KUDAT

THE Company's Steamship

"MEMNON,"

Captain Mogridge, will be despatched TO-MORROW, the 5th inst., at 3 P.M.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st July, 1898. [1405

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"MELBOURNE,"

Captain Duchateau, will be despatched as above on or about TO-MORROW, the 5th July.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 29th June, 1898. [2

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

BAYERN	Wednesday	20th July.
PRINZ HEINRICH	Wednesday	17th Aug.
DARMSTADT	Wednesday	14th Sept.
PREUSSEN	Wednesday	12th Oct.
SACHSEN	Wednesday	9th Nov.
BAYERN	Wednesday	7th Dec.
PRINZ HEINRICH	Wednesday	4th Jan.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 18th July, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 19th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 24th June, 1898. [7

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on WEDNESDAY, the 6th July, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th June, 1898. [1387

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"MOYUNE,"

Captain R. Conradi, will be despatched as above on or about the 13th July.

For Freight, &c., apply to

HOLLIDAY, WISE & CO.,
Agents.

Hongkong, 23rd June, 1898. [1350

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GLENFARG (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, July 16, 1898, at DAYLIGHT.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Aug. 23, 1898, at NOON.

THE Chartered Steamship "GLENFARG" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 16th July, 1898, at DAYLIGHT, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 1st July, 1898. [8

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON SATURDAY, the 16th July, 1898, at NOON, the Company's Steamship "CALEDONIEN," Captain Durrande, with Mails, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the S. S. "VILLE DE LA CIOTAT," which vessel takes on her passengers and mails, leaving that port on the 28th inst., direct to Suez, Port Said, and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 15th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th July, 1898. [2

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 5, 1898, at NOON.
BELGIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 26, 1898, at NOON.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, August 13, 1898, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 5th July, 1898, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have purchased tickets, re-commencing at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 17th June, 1898. [4

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"

Captain McArthur, will be despatched for the above ports on THURSDAY, the 7th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and *vice versa*.

For Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st July, 1898. [1400

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ST. NINIAN"

will be despatched as above on or about 7th July, 1898.

To be followed by—

S.S. "CRAIGEARN"
on or about the 20th July, 1898.
S.S. "FORTUNA"
on or about the 5th August, 1898.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 2nd July, 1898. [1275

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM,"

Captain Jackson, will be despatched as above on MONDAY, the 11th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th June, 1898. [1190

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For freight and further particulars, apply to

DODWELL, CARLILL & CO.,
General Agents for China and Japan.

Hongkong, 4th August, 1897. [10

VESSELS ON THE BERTH

FOR NEW YORK.

THE 100 A.1. British Barque

"MARIAN WOODSIDE,"

Russell, Master, is loading for the above port and will have quick despatch.

For Freight, apply to

SIEMSSEN & CO.

Hongkong, 3rd June, 1898. [1219

FOR SAN FRANCISCO.

THE 100 A.1. British Ship

"HAWTHORNBANK,"

Greig, Master, will load for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 14th June 1898. [1283

NOTICE TO CONSIGNEES

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAYERN."

THE above-named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given TO-DAY at NOON.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 4th, and THURSDAY, the 7th July, at 9.30 A.M.

All Claims must reach us before the 13th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MELCHERS & CO.,
Agents.

Hongkong, 28th June, 1898. [7

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"CHINGWO"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before NOON on the 6th July, or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th July at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th July will be subject to rent.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & CO.,
Agents.

Hongkong, 30th July, 1898. [1388

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON TODAY.

Cargo remaining undelivered after the 7th July will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 14th July otherwise they will not be recognised.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
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Hongkong, 30th June, 1898. [1389

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139, Wanchai Road.

Hongkong, 4th May, 1898. [2888

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LÜTGENS, EINSTMANN & CO.

Hongkong, 31st August, 1897. [728

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Bygdo, Norwegian str., 775, Brekke, June 30, Sander, Wieler & Co
Catherine Apcar, British str., 1,734, J. G. Olifent, June 27, David Sassoon, Sons & Co
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Chiyoda Maru, Jap. str., 1,445, Yokoyama, June 28, M. B. Kaisha
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Chwn Shan, British str., 1,280, Ferguson, June 27, Bradley & Co.
Deucalion, British str., 1,375, Branch, July 2, Butterfield & Swire
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Doric, British str., 4,675, Smith, June 28, O. & O. S. S. Co
Esmeralda, British str., 993, Taylor, July 2, Shewan, Tomes & Co
Germania, German str., 1,714, Moller, June 22, Jebsen & Co.
Glencarn, British str., 1,424, Murray, June 22, Jardine, Matheson & Co
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